

# INLAND RAIL – NARRABRI TO NORTH STAR – SSI 7474

---

ER MONTHLY REPORT

DECEMBER | 2021

## Authorisation

<b>Author Name:</b>	Steve Fermio	<b>Reviewer / Approver:</b>	Derek Low
<b>Position:</b>	Environmental Representative	<b>Position:</b>	Environmental Representative
<b>Signature:</b>		<b>Signature:</b>	
<b>Date:</b>	14/1/2022	<b>Date:</b>	14/1/2022

## Document Revision History

Revision	Date	Details
1.0	14/1/2022	For issue

**Report Name:** Inland Rail N2NS – SSI 7474 – ER Monthly Report – December 2021

**Project No.:** 136

**Prepared for:**  
The Planning Secretary

**Prepared by:**  
WolfPeak Pty Ltd

**T:** 1800 979 716

**W:** [www.wolfpeak.com.au](http://www.wolfpeak.com.au)

**© Document copyright of WolfPeak Pty Limited.**

This disclaimer, together with any limitations specified in this report, apply to use of this report. This report was prepared in accordance with the contracted scope of works for the specific purpose stated in the contract and subject to the applicable cost, time and other constraints. In preparing this report, WolfPeak Pty Ltd (WolfPeak) relied on client/third party information which was not verified by WolfPeak except to the extent required by the scope of works, and WolfPeak does not accept responsibility for omissions or inaccuracies in the client/third party information; and information taken at or under the particular times and conditions specified, and WolfPeak does not accept responsibility for any subsequent changes. This report has been prepared solely for the use by, and is confidential to, the client and WolfPeak accepts no responsibility for its use by any other parties. This report does not constitute legal advice. This report is subject to copyright protection and the copyright owner reserves its rights.

# CONTENTS

- 1. Key findings for the reporting period..... 4**
- 2. Background..... 5**
- 3. Project activities ..... 6**
  - 3.1 Minor construction ancillary facilities..... 6
  - 3.2 Construction works, including upcoming works..... 6
  - 3.3 Changes to the Project ..... 7
  - 3.4 Community consultation and complaints received ..... 7
    - 3.4.1 Incidents ..... 8
    - 3.4.2 Non-compliances ..... 8
  - 3.5 Lessons learned ..... 8
- 4. ER activities ..... 9**
  - 4.1 Advice provided to the Proponent on the CoA and other authority conditions ..... 9
    - 4.1.1 Information / advice requests ..... 9
    - 4.1.2 Ancillary facilities ..... 9
  - 4.2 Environmental management plans and programs..... 9
    - 4.2.1 Development ..... 9
    - 4.2.2 Implementation ..... 9
    - 4.2.3 Site inspections..... 10
    - 4.2.4 Audits ..... 10
    - 4.2.5 Complaint resolution by ER..... 10
    - 4.2.6 Meetings ..... 10
    - 4.2.7 Documentation issued ..... 10
    - 4.2.8 Communications with the Secretary ..... 10
- 5. Environmental performance of the Project..... 11**
- Limitations..... 12**
- Appendix A – Complaints register..... 13**
- Appendix B – Documentation issued by ER ..... 14**
- Appendix C – ER Inspection Report ..... 15**
- APPENDIX D – CEMP REVIEW SCHEDULE ..... 16**

## 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 December to 30 December 2021.

A desktop review of the CEMP carried out in December found that while aspects of the plan were being implemented, there were not insignificant shortcomings (or lack of evidence to verify) its implementation by T4M in relation to:

- Compliance tracking and reporting
- Monitoring and reporting on achievement of the Project's environmental objectives and targets and environmental performance more generally
- Internal auditing
- Formal progress reporting to T4M Project Director on key environmental inspections (weekly), issues, non conformances etc
- Management team involvement in formal reviews of the CEMP.

A site inspection took place on 15 December in conjunction with the EPA. Site environmental controls were found to be well implemented with the following minor findings made during the inspection:

- Construction materials laid down adjacent to access road near Croppa Creek Level Crossing need to be relocated to an approved laydown area to avoid this area being classified as a MAF and requiring ER approval
- Loose ballast on downstream face of Croppa Creek piling pad needs to be wrapped in geofabric prior to Christmas closedown; and
- Access track used to place boulder rock on north embankment of Croppa Creek needs to be hydromulched or seeded to better stabilize this area prior to Christmas closedown.

Seven environmental incidents were recorded by ARTC during December including six reportable incidents concerning the 5 clawed worm skink. The non-reportable incident concerned a minor hydraulic oil spill.

There were 6 complaints recorded during December related to level crossing sight lines / safety, informal level crossing closure, road surface damage, flooding, dust and speed restrictions.

## 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 December 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 December 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 31 December 2021.

### 3. PROJECT ACTIVITIES

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

#### 3.1 Minor construction ancillary facilities

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

- Ten Mile Creek
- Yallaroi Lime Storage (amended)
- Milguy Silos (amended).

#### 3.2 Construction works, including upcoming works

The construction works undertaken in December and scheduled for January 2022 are presented in Table 1.

Table 1: Construction works, including upcoming works

December 2021 – Works Completed	January 2022 – Works Planned
<p><i>Stage 2Ai (CH625.700 – CH641.900) &amp; Stage 2Aii (CH647.000 - CH658.000)</i></p> <p>Fencing and landscaping continued as weather and access permitted.</p> <p>Landscaping works at Gurley Bridge.</p> <p><i>Stage 3 (CH681.000 – CH760.500)</i></p> <p>Topsoil stripping terminated at CH742.800 (Boonery Park Road).</p> <p>Earthworks continued from CH681.000 – CH742.800 and from CH755.000 – CH760.000. Bulk earthworks completed to Crooble (CH717.000), with only ancillary earthworks occurring from CH681.000 to CH717.000.</p> <p>Capping placement started north and south of Royden Road (CH686.000).</p> <p>3 Level Crossings completed and works occurring on a further 9.</p> <p>Demolition of the existing bridge at Tackinbri Creek.</p> <p>Croppa Creek Bridge: Cast insitu headstocks commenced and were completed.</p> <p>Croppa Creek Tributary: Walkway and hand rail installation and placement of scour rock.</p> <p>Ballast stockpiles established at Royden and Wongabindie Road MAFs.</p> <p>Demobilisation of caravans, plant and equipment from site and store at Pad 2 / Pad 4 and other Xmas</p>	<p><i>Stage 2Ai (CH625.700 – CH641.900) &amp; Stage 2Aii (CH647.000 - CH658.000)</i></p> <p>Fencing and landscaping will continue as weather and access permits.</p> <p><i>Stage 3 (CH681.000 – CH760.500)</i></p> <p>Slashing and topsoil stripping will continue north of CH742.800 (Boonery Park Road), towards CH755.000 in accordance with FCWS measures.</p> <p>Earthworks continued from CH681.000 – CH742.800 and from CH755.000 – CH760.000. Earthworks will also commence north of CH742.800 following topsoil strip.</p> <p>Ballast and capping placement from Royden Road, north and south directions.</p> <p>Demolition of the existing bridge at Mungle Creek.</p> <p>Croppa Creek Bridge: Super T's being lifted into position.</p> <p>Croppa Creek: Demobilisation and general site clean.</p>

December 2021 – Works Completed	January 2022 – Works Planned
Shut Down preparation works. Daily inspections occurred over the Xmas by T4MR personnel.	

### 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 December is provided in Table 2 below.

Table 2: Community Engagement Summary

Engagement Channel and Volume	Purpose
42 Emails and 45 Phone Calls	Follow ups for LAA agreements and hydrology. Sponsorships and donations program, fencing, Cultural Heritage enquiries
8 Website updates	Narrabri to North Star Phase 2 project builds momentum. Looking out for local wildlife, Trans4m Rail commissions local indigenous artist, Rail Safety Campaign, construction update. Team offers support during snap border closure, Inland Rail and the Cool Kids of North Star, What to Expect in 2022.
1 Meeting with Councils	COLLABORATE: Council catch-up meetings with Moree Plains Shire Council
16 Face to Face Stakeholder Meetings	COLLABORATE: Cultural Heritage, hydrology, indigenous engagement, landowner meetings, new landowners.
2 Community Info Sessions	Narrabri Chamber of Commerce / SAP presentation, North Star Coffee Catch up
0 Media events	
1 Works Notification	Edward Street Park, North Star Fencing
5 Agency Interactions	Federal Minister briefing, TfNSW regular meetings, Independent Audit, Crown Lands, Telstra Working Group

There were 6 complaints recorded during December (compared to 9 in November) related to level crossing sight lines / safety, informal level crossing closure, road surface damage, flooding, dust and speed restrictions. 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

Seven environmental incidents (compared to nine in November) were recorded by ARTC during December including six reportable incidents concerning the 5 clawed worm skink. The non-reportable incident concerned a minor hydraulic oil spill.

### 3.4.2 Non-compliances

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

## 3.5 Lessons learned

A workshop is proposed to be held in early 2022 to capture lessons learned during 2021 and apply these learnings to the upcoming works.

## 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:

- Endorsed Rev 2 of the Biodiversity Management Plan (containing revised 5 clawed worm skink management measures developed in consultation with DPIE/EES).

#### 4.1.2 Ancillary facilities

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

- Yallaroi Lime Storage (amended)
- Milguy Silos (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 January.

#### 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 CEMP was reviewed on 1 December and details of the outcomes of this review included in the 1 December ER inspection report in Appendix C. The desktop review of the CEMP found that while aspects of the plan were being implemented, there were not insignificant shortcomings (or lack of evidence to verify) its implementation by Trans4M in relation to:

- Compliance tracking and reporting
- Monitoring and reporting on achievement of the Project's environmental objectives and targets and environmental performance more generally
- Internal auditing

- Formal progress reporting to T4M Project Director on key environmental inspections (weekly), issues, non-conformances etc
- Management team involvement in formal reviews of the CEMP.

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 15 December (Appendix C) in conjunction with the EPA. Site environmental controls were found to be well implemented with the following minor findings made during the inspection:

- Construction materials laid down adjacent to access road near Croppa Creek Level Crossing need to be relocated to an approved laydown area to avoid this area being classified as a MAF and requiring ER approval
- Loose ballast on downstream face of Croppa Creek piling pad needs to be wrapped in geofabric prior to Christmas closedown; and
- Access track used to place boulder rock on north embankment of Croppa Creek needs to be hydromulched or seeded to better stabilize this area prior to Christmas closedown.

### 4.2.4 Audits

The second Independent Audit of the Project, required under CoA A36, commenced in 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 December 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 CEMP was reviewed during December and details of the outcomes of this review included in the ER inspection report for 1 December (Appendix C). The desktop review of the CEMP found that while aspects of the plan were being implemented, there were not insignificant shortcomings (or lack of evidence to verify) its implementation by Trans4M in relation to:

- Compliance tracking and reporting
- Monitoring and reporting on achievement of the Project's environmental objectives and targets and environmental performance more generally
- Internal auditing
- Formal progress reporting to T4M Project Director on key environmental inspections (weekly), issues, non-conformances etc
- Management team involvement in formal reviews of the CEMP.

A site inspection took place on 15 December (Appendix C) in conjunction with the EPA. Site environmental controls were found to be well implemented with the following minor findings made during the inspection:

- Construction materials laid down adjacent to access road near Croppa Creek Level Crossing need to be relocated to an approved laydown area to avoid this area being classified as a MAF and requiring ER approval
- Loose ballast on downstream face of Croppa Creek piling pad needs to be wrapped in geofabric prior to Christmas closedown; and
- Access track used to place boulder rock on north embankment of Croppa Creek needs to be hydromulched or seeded to better stabilize this area prior to Christmas closedown.

Seven environmental incidents were recorded by ARTC during December including six reportable incidents concerning the 5 clawed worm skink. The non-reportable incident concerned a minor hydraulic oil spill.

There were 6 complaints recorded during December related to level crossing sight lines / safety, informal level crossing closure, road surface damage, flooding, dust and speed restrictions. The current complaints / enquiries register is provided at Appendix A.

## LIMITATIONS

This Document has been provided by WolfPeak Pty Ltd (WolfPeak) to the Client and is subject to the following limitations:

This Document has been prepared for the purpose/s outlined in the WolfPeak proposal/contract/relevant terms of engagement, or as otherwise agreed, between WolfPeak and the Client.

In preparing this Document, WolfPeak has relied upon data, surveys, analyses, designs, plans and other information provided by the Client and other individuals and organisations (the information). Except as otherwise stated in the Document, WolfPeak has not verified the accuracy or completeness of the information. To the extent that the statements, opinions, facts, findings, conclusions and/or recommendations in this Document (conclusions) are based in whole or part on the information, those conclusions are contingent upon the accuracy and completeness of the information. WolfPeak will not be liable in relation to incorrect conclusions should any information be incomplete, incorrect or have been concealed, withheld, misrepresented or otherwise not fully disclosed to WolfPeak.

This Document has been prepared for the exclusive benefit of the Client and no other party. WolfPeak bears no responsibility for the use of this Document, in whole or in part, in other contexts or for any other purpose. WolfPeak bears no responsibility and will not be liable to any other person or organisation for or in relation to any matter dealt with in this Document, or for any loss or damage suffered by any other person or organisation arising from matters dealt with or conclusions expressed in this Document (including without limitation matters arising from any negligent act or omission of WolfPeak or for any loss or damage suffered by any other party relying upon the matters dealt with or conclusions expressed in this Document). Other parties should not rely upon this Document or the accuracy or completeness of any conclusions and should make their own inquiries and obtain independent advice in relation to such matters.

To the best of WolfPeak's knowledge, the facts and matters described in this Document reasonably represent the Client's intentions at the time of which WolfPeak issued the Document to the Client. However, the passage of time, the manifestation of latent conditions or the impact of future events (including a change in applicable law) December have resulted in a variation of the Document and its possible impact. WolfPeak will not be liable to update or revise the Document to take into account any events or emergent circumstances or facts occurring or becoming apparent after the date of issue of the Document.

## APPENDIX A – COMPLAINTS REGISTER

No.	Date received	Time received/ initiated	Method received	Complaint Number	CM Unique Identifier	Avoidable/unavoidable	Chainage/suburb	Complaint/Enquiry/Feed back	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	2.49pm	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 stakeholder 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 - communit	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 NTS Corp (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 stakeholder 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 Coollearlee 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																			
0																			
Week concluding 06 June - 0 complaints received																			
0																			
Week concluding 11 June - 0 complaints received																			
0																			
Week concluding 18 June - 0 complaints received																			
1	15 July 2021	12noon	email	12763	23		NS	Complaint	interruption to farming	1	Request for compensation for livestock injury due to laydown and rail.	Compensation in review.		17/09/2021			Escalated to procurement and compensation amount accepted	Invoice processed 17 Sept with 7 day payment as per normal ARTC payment procedure	Closed out
Week concluding 25 June - 0 complaints received																			
1	21 July 2021		SMS		25		Croppa Creek	Complaint	Noise	1	Request for noise mitigation due to construction.	ARTC noise mitigation is for operational noise not construction. Various informal discussions (29/10) occurred with Peter regarding options. Some of these included: @window glazing (not supported until noise assessment undertaken), @alternative accommodation and; @fencing options. (Peter has since advised the fencing around the workers accommodation with safety being the priority - He has requested basic chain wire fencing or the like to keep kids and dogs safe within the yard whilst construction works and operational works are undertaken. A formal discussion on fencing around the workers accommodation still needs to occur.	F2F	29/10/2021			Landowner meeting on 26/11 - agreed on fencing mitigation for house. IR advised operational noise and vibration assessment will occur in coming two months.		Ongoing
Week concluding 2 July- 0 complaints received																			
1	28 July 2021	16hrs	phone call in	13659	26		LX3153	Complaint	interruption to farming	1	LX3153 was not accessible due to earthworks.	Contractor coordinated with on-site super to arrange access ASAP.	Call out	28/07/2021	within the hour			Closed out	
Week concluding 9 July- 0 complaints received																			
0																			
Week concluding 16 July- 0 complaints received																			
0																			
Week concluding 23 July- 1 complaint received																			
1	18 July 2021	10pm	email	12017			723km	Complaint	Flooding impacts	1	Stakeholder would like black soil road repaired after Contractor used heavy vehicles on after heavy rain.	Contractor advised the site inspected then a potential grade undertaken Friday 23 July or early next week pending dry weather. Contractor to determine if wash out points also need some gravel dumped.	call	19/07/2021	11am			Closed out	
Week concluding 30 July- 1 complaint received																			
1	23 July 2021	Noon	email in		24		Gil Gil Creek	Complaint	Flooding impacts	1	ROAD DAMAGE GSC - GIL GIL CREEK RD - TRUCK ON WET ROAD.	On-site inspection to occur once rain stops. Alex Eddy has agreed to assess impacts on Monday 26 July.	email	23/07/2021	2pm			Closed out	
Week concluding 6 August - 0 complaint received																			
0																			
Week concluding 13 August - 0 complaint received																			
0																			
Week concluding 20 August - 4 complaint received																			

1	17/8/2021	1pm	Call in	12036	29		Tackinbri 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 rubbish 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 earlier 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		Tackinbri 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 Indigenous 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	Collearlee 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 likely placed at the same time.	Email apology, F2F at North Star Event, Stakeholder open to compromise as long as harvest is uninterrupted.	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 incorporated 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	Community 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	Collearlee 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 concern escalated 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	Contractor advised stakeholder to remove any pegs and a staff member will be onsite to tomorrow to remove any more. Contractor working with survey team to find better solution which is not a risk to machinery.	Call	27/10/2021	7pm			No escalation, landowner satisfied with removal of pegs, no further issue with contraction pathway		Closed out
4	26/10/21	11am	Email to contractor	7535	13702	Avoidable	Collearlee 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 escalated to Contractor and IR Directors. Mitigation measures agreed with stakeholder. Ongoing reviews required	Landowner meeting required w/c 6/12	Ongoing
5	25/10/2021	Noon	Call	7537	12036	Avoidable	Tackinbri Creek	Complaint	Unauthorised access	1	Stakeholders concerns with contractor use of private road	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	Collearlee 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 escalated to Contractor and IR Directors. Mitigation 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	1	Cultural Heritage artifacts have been removed and should be displayed for tourism purposes.	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	Road Safety/power outage/Harvest disruption	1	Stakeholder unhappy that she was not informed sooner about the laydown (in the corridor) at the entrance to her property affecting sight lines as she enter the highway. She also expressed concern about the 5th Nov power outage affecting harvest.	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					Escalated to IR Cultural Heritage Manager for direct liaison with Stakeholder.		Ongoing
Week concluding 12 November - 3 complaints received																				
1	09 November 2021	3pm	F2F	7545	59107	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 about contractors behaviour.	Contractor advised IR the staff member did not work on the project at the time of the incident. This was communicated back to the shop owner.	Email	10/12/2021	3pm					Closed out
2	09 November 2021	11am	SMS	7546	13702	Avoidable	Collearlee 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 satisfied with outcome.		Closed out
3	12 November 2021	9am	SMS	7548	7520	Avoidable	Tackinbri Creek	Complaint	interruption to Farming	1	Perceived 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 behavious 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	
<b>Week concluding 26 November - 3 complaints received</b>																		
0																		
<b>Week concluding 3 December - 0 complaints received</b>																		
0																		
<b>Week concluding 10 December - 3 complaints received</b>																		
1	07 December 2021	2pm	F2F with Contractor	7551	59381	Unavoidable	North Star	Complaint	LX Safety	1	Raised safety concerns/sight distances around Level Crossings near North Star School	Contractor to provide further information regarding specific level crossing design and safety features and will involve local council to ask if clearing vegetation would improve sight lines.	F2F with Contractor	07/12/2021	2pm		Ongoing	
2	07 December 2021	3pm	F2F with Contractor	7552	12037	Unavoidable	North Star	Complaint	Social Cost	1	Trucks are damaging local roads	Contractor assured stakeholder that roads would be left as they were found or better (as per agreement with council). Flooding conditions have damaged roads more than expected. Contractor to contact council to discuss current road conditions and develop a plan for maintenance.	F2F with Contractor	07/12/2021	3pm		Closed out	
3	09 December 2021	1pm	F2F with Contractor	7553	12763	Unavoidable	LX992	Complaint	interruption to Farming	1	Inability to cross rail due to closure of informal level crossing	Fencing and gate design in the area being refined with ARTC and T4MR which would allow stock crossing at LX 922	Meeting	07/12/2021	1pm			
<b>Week concluding 17 December - 1 complaints received</b>																		
1	15 December 2021	12noon	Email to Contractor	7555	21796	Avoidable	Pallamallawa	Complaint	Social Cost	1	Stakeholder requested smaller speed limit and dust control on Stanester Rd	Contractor has informed senior management who will provide oversight, SMS to all contractors asking to drive to conditions. request to the stakeholder to get number plates of offending vehicles.	Email	15/12/2021	12noon			
<b>Week concluding 24 December - 0 complaints received</b>																		
0																		
<b>Week concluding 7 January - 2 complaints received</b>																		
1	24 December 2021	2.23	SMS	7558	21796	Avoidable	Pallamallawa	Complaint	Property - fencing	1	Stakeholder not satisfied with the timeframes to fence off the corridor so they can run stock during construction	Contractor to contact landowner and provide further timings to the works being undertaken.	Phone Call	24/12/2021	4pm		Ongoing	
2	22-Dec-21	4pm	Phone call to Stakeholder Team	7559	12763	Avoidable	North Star	Complaint	Property Damage - Flooding	1	Due to construction works - changes to the normal flow patterns in this area caused by the current works has resulted in flooding of stakeholder property	IR met with landowner onsite to review situation. Contractor then mobilised to address the issue to ensure water flow paths are not being diverted from the intended flow path thus causing other damage.	Onsite	23/12/2021	12 noon		Closed out	
<b>Total Complaints since week concluding 15 January 2021</b>																		
47																		
<b>Total open Complaints since week concluding 15 January 2021</b>																		
8																		

## APPENDIX B – DOCUMENTATION ISSUED BY ER

23 December 2021

Rachel Gray  
Environment Advisor  
Inland Rail - Australian Rail Track Corporation  
Level 15, 60 Carrington Street  
Sydney NSW 2000

Dear Rachel

## Inland Rail: ER Endorsement of updated BMP for Narrabri to North Star Project (SSI-7474) - Condition A28

SSI 7474 Condition of Approval (CoA) A28 (d) (i) requires the Environmental Representative to ensure the CEMP and sub plans are consistent with the requirements under the SSI Approval and make a written statement to this effect.

We have reviewed Revision 2 of the Biodiversity Management Sub Plan which has been updated to incorporate additional requirements in relation to the Five Clawed Worm Skink (including a procedure for encounters, additional mitigation measures and reporting requirements), and consider that the revised version of the plan is consistent with the requirements of the SSI Approval for the Project.

Should you have any queries or require further information please do not hesitate to contact Derek Low or I on the details below.

Yours sincerely,



Steve Fermio  
**Principal Environmental Representative**  
**1 of 2**  
P: 0417 170 645  
E: [sfermio@wolfpeak.com.au](mailto:sfermio@wolfpeak.com.au)



Derek Low  
**Principal Environmental Representative**  
**2 of 2**  
P: 0402 403 716  
E: [dlow@wolfpeak.com.au](mailto:dlow@wolfpeak.com.au)

# 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**

<b>Site Name:</b>	Minor Ancillary Facility (Milguy Silos)
<b>Location:</b>	Milguy Silos (Crooble, NSW)
<b>Chainage:</b>	CH706.700 - CH707.200
<b>Program*:</b>	Construction: December 2021 Occupation: December 2021 – December 2022
<b>Land Use:</b>	RU1 – Primary Production (Source: Gwydir Shire Council LEP 2013)
<b>Footprint / Size:</b>	<27,000m <sup>2</sup>
<b>Use:</b>	<p>Minor Ancillary Facility (Milguy Silos) will be utilised for the following purposes:</p> <ul style="list-style-type: none"> <li>▪ Trailer based (mobile) site office, port-o-loo and generator.</li> <li>▪ Carparking for site personnel.</li> <li>▪ Storage of construction plant and equipment.</li> <li>▪ Storage of Top and Bottom Ballast (&lt;20,000m<sup>3</sup>)</li> <li>▪ Storage of self-bunded diesel tank SC70 with 67,000L volume-grated bund/sump will be provided at fuel dispensing point.</li> </ul>
<b>Site Surroundings:</b>	<p>Minor Ancillary Facility (Milguy Silos) is surrounded by:</p> <ul style="list-style-type: none"> <li>▪ North: Milguy Road, Rail line, and agricultural (cropping) land.</li> <li>▪ East: Rail line and agricultural (cropping) land.</li> <li>▪ South: Agricultural (cropping) land.</li> <li>▪ West: County Boundary Road, LX911, Rail Line, sparsely vegetated land agricultural (cropping) land.</li> </ul>

	Access to Minor Ancillary Facility (Milguy Silos) will be provided directly via County Boundary Road at approx. CH706.6.
<b>Site Establishment Process:</b>	<p>The below sets out the scope of works for the proposed Minor Ancillary Facility:</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Topsoil will be stripped and utilised for erosion and sediment controls. The topsoil stockpiled/ windrowed will be hand seeded.</li> <li>▪ 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.</li> <li>▪ Mobilisation of site facilities: The trailer based (caravan-style) site office, port-o-loo and generator will be mobilised to site.</li> <li>▪ 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.</li> </ul> <p>NOTE: No bulk earthworks are required for the establishment of MAF (Milguy Silos).</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 (Milguy Silos) 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 (Milguy Silos) site.</p> <p>170.87 metres north-west NNS_Rx2270</p> <p>207.76 metres north-west NNS_Rx2272</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 (Milguy Silos).</p> <p>NNS_Rx2270 has been contacted and provided written consent for the establishment of MAF (Milguy Silos) site. Further mitigation measures will be applied and explained further in below mitigation measures.</p>
At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b)(ii))	Y	<p>The proposed MAF (Milguy Silos) site gently falls to the South-west.</p> <p>An unnamed watercourse is located approximately 393 metres south-west of the MAF (Milguy Silos) site.</p> <p>The proposed MAF (Milguy Silos) site outside the area impacted by the existing 5% AEP local (blue highlighted in Appendix A).</p>

Criteria	Compliant (Y) Yes (N) No	Comments
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	Approximately 22,000m <sup>2</sup> (100%) of the proposed MAF (Milguy Silos) site is mapped as <ul style="list-style-type: none"> <li>- Zone 0- Cleared/Non-native Vegetation.</li> </ul>
No significant impacts to utilities, primarily gas and electricity	Y	The establishment and operation of MAF (Milguy Silos) 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	No items of Aboriginal or non-Aboriginal significance have been identified within the area impacted by the proposed MAF (Milguy Silos) site.  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.
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 (Milguy Silos) will be provided directly via County Boundary Road.
Relatively flat land	Y	Minor Ancillary Facility (Milguy Silos) 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	The establishment and operation of the proposed MAF (Milguy Silos) will generate minor waste volumes. These waste streams will generally consist of the following: <ul style="list-style-type: none"> <li>▪ Wastewater</li> <li>▪ Wastepaper / cardboard</li> <li>▪ Rubbish and debris</li> <li>▪ Food waste</li> </ul> <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 (Milguy Silos) 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	Y	Minor Ancillary Facility (Milguy Silos) 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.

Criteria	Compliant (Y) Yes (N) No	Comments
residents, business operators or landowners (COA A22)		

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 (Milguy Silos) 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"> <li>• Awareness of General Environmental Duty and Duty to Notify, (legislative obligations)</li> <li>• The requirement for erosion and sediment control devices to be implemented and maintained in accordance with the Erosion &amp; Sediment Control Plan</li> <li>• Waste Management</li> <li>• The mapped, native vegetation occurring within and adjacent the site and the significance of the TEC.</li> <li>• 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.</li> <li>• Hours of operation.</li> <li>• General noise related mitigation measures.</li> </ul>	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
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	Construction Supervisor	Construction

	Measure/Requirement	Responsibility	Timing/frequency
	areas unless otherwise approved in writing by the Environment Manager, or suitable delegate.		
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 <a href="http://www.bom.gov.au/">http://www.bom.gov.au/</a> ) 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
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

	Measure/Requirement	Responsibility	Timing/frequency
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.  Additional mitigation measures will be undertaken in accordance with section 10.5.1 of the CNVMP. This will include: <ul style="list-style-type: none"> <li>- Category 1 CO1: Communication should be personalised (e.g. door knock, meeting, telephone call). Contact with these residents should commence early to enable feedback to be considered by the proposal.</li> </ul>	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: Georgia Pianko

Position: Trans4m Rail Jnr Environmental Advisor

Date: 09/12/2021

Signed:  \_\_\_\_\_

Name: Steve Fermio

Position: Environmental Representative

Date: 13/12/2021

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

# MAF (Milguy Rd) - Biodiversity

INTERNAL USE ONLY



**Legend**

- World Boundaries and Places
  - CIZ (SPIR)
  - CIZ (20210909)
- 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, Brigalow Belt, South Bioregion-Mod.
  - Zone - 2 - PCT-35 BVT-BR120, NA forest / woodland on alluvial often g Scrub to Goonewind, Brigalow Belt -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 grassi floodplains and alluvial plains mainl Darling Riverine Plains Bioregion-N
  - Zone - 5 - PCT-56 BVT-BR186, NA woodland on clay-loam soils on allu NSW-M-Moderate - Good



0 0.11 0.2 Km



Scale: 1: 9,028

Projection: WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

Notes:

**DISCLAIMER:**

The data published in Inland Rail's interactive GIS Mapping Applications is produced for information purposes only. Whilst every effort is made to ensure the accuracy of this data, ARTC and the Inland Rail Programme make no representations nor give any warranties or assurances regarding the accuracy, completeness, reliability or fitness for any particular purpose of the data. The user acknowledges and agrees to accept full responsibility for any particular damages (including indirect or consequential loss or damages) and costs which you might incur as a result of this product being inaccurate or incomplete in any way and for any reason.

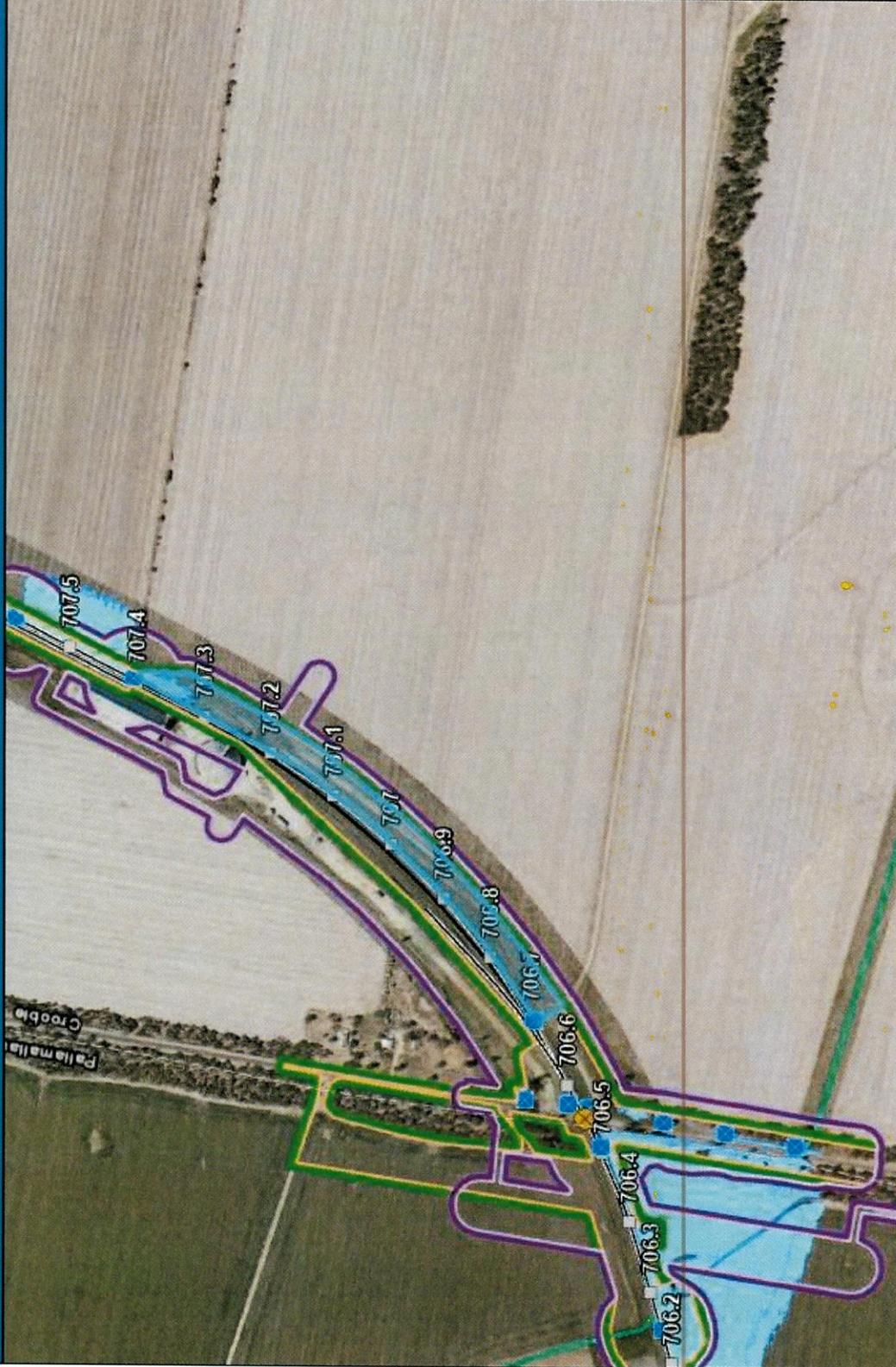
ARTC web applications use the Web Mercator (EPSG:3857) coordinate system. This modified Mercator projection maximises system performance, but at the expense of distortion and accuracy. As such, all measurements carried out in these applications are to be regarded as approximate.



The Australian Government is delivering Inland Rail through the Australian Rail Trunk Corporation (ARTC) in partnership with the private sector.

# MAF (Milguy Rd) - Flood

INTERNAL USE ONLY



### DISCLAIMER:

The data published in Inland Rail's interactive GIS Mapping Applications is produced for information purposes only. Whilst every effort is made to ensure the accuracy, reliability, completeness or suitability of the data for any particular purpose, we do not warrant, express or implied, about the accuracy, adequacy, reliability, completeness or suitability of the data for any purpose and disclaim all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential loss or damages) and costs which you might incur as a result of this product being inaccurate or incomplete in any way and for any reason.

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

Notes:

### Legend

- World Boundaries and Places
- CIZ (SPIR)
- CIZ (20210909)
- Bridges
- Level Crossings
  - Public
  - Private
  - Pedestrian
- Culverts
- Chainage
- Rail Alignment
- Flood Extents
- ARTC Network
- Other Railways
- Hydroline
- <all other values>
  - 1, 2, 3, 4
  - 5
  - 6
  - 7
  - 8
  - 9
  - 10



The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

# MAF (Milguy Rd) - Heritage

INTERNAL USE ONLY



**Legend**

- World Boundaries and Places
- CIZ (SPIR)
- CIZ (20210909)
- Bridges
- Level Crossings
  - Public
  - Private
  - Pedestrian
- Culverts
- Chainage
- Rail Alignment
- Cultural Heritage - Management (20210611)
  - Green
  - Green - Beyond SPIR\*
  - Red
  - Red - Beyond SPIR C\*
- ARTC Network
- Other Railways
- Hydroline
  - <all other values>
  - 1: 2, 3, 4
  - 5
  - 6



0 0.11 0.2 Km



Scale: 1: 9,028

Projection: WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

Notes:

**DISCLAIMER:**

The data published in Inland Rail's Interactive GIS Mapping Applications is produced for information purposes only. Whilst every effort is made to ensure the accuracy of the data, ARTC does not warrant, represent or guarantee the accuracy, reliability, completeness or suitability of the data for any particular purpose and disclaim all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential loss or damages) and costs which you might incur as a result of this product being inaccurate or incomplete in any way and for any reason.

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.



The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC) in partnership with the private sector.

# MAF (Milguy Rd) - Waterways

INTERNAL USE ONLY



**Legend**

- World Boundaries and Places
  - CIZ (SPIR)
  - CIZ (20210909)
- Bridges
  - Public
  - Private
  - Pedestrian
- Level Crossings
  - Culverts
  - Chainage
  - Rail Alignment
  - ARTC Network
  - Other Railways
  - Hydroline

<all other values>

1	2	3	4
5	6	7	8
9	10		

**INLAND RAIL** **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC) in partnership with the private sector.

**DISCLAIMER:**

The data published in Inland Rail's interactive GIS Mapping Applications is produced for information purposes only. Whilst every effort is made to ensure the accuracy of this data, ARTC and the Inland Rail Programme make no representations or give any warranties, express or implied, as to the accuracy, completeness, reliability, availability, or suitability of the data for any particular purpose and disclaim all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential loss or damages) and costs which you might incur as a result of this product being inaccurate or incomplete in any way and for any reason.

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.

0 0.11 0.2 Km

Scale: 1: 9,028

Projection: WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

Notes:

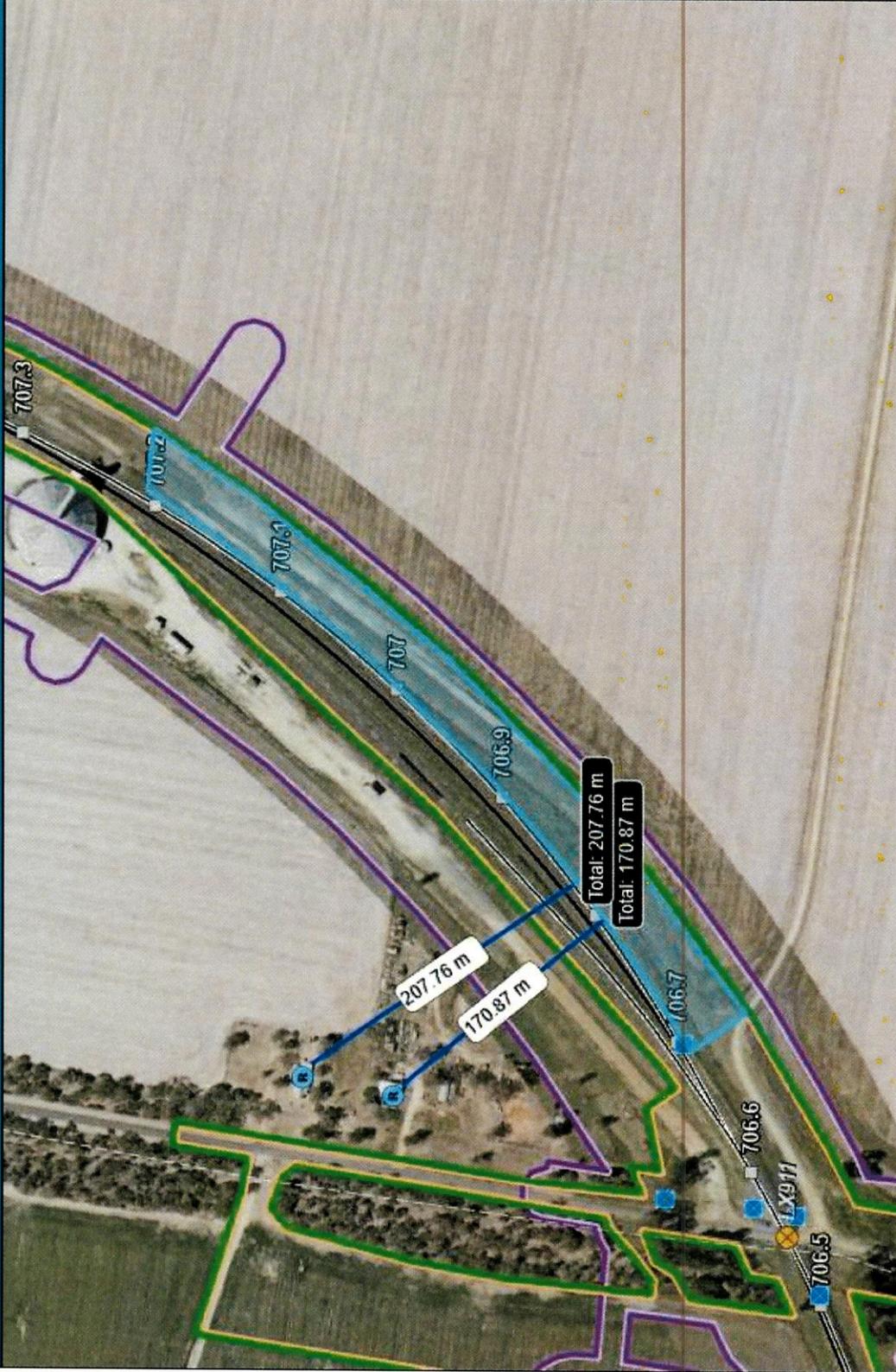
## Appendix B: Site Location (Co-ordinates)

Milguy Silos MAF	
1	Lat: 29.34654° S Lon: 150.20677° E
2	Lat: 29.35156° S Lon: 150.20222° E
3	Lat: 29.35126° S Lon: 150.20194° E
4	Lat: 29.34711° S Lon: 150.20681° E

## Appendix C: Noise Scenario (Site Operation)

# MAF (Milguy Rd) - Residential Receiver

INTERNAL USE ONLY



- Legend**
- World Boundaries and Places**
    - CIZ (20210909)
    - CIZ (SPIR)
  - 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:

**DISCLAIMER:**

The data published in Inland Rail's interactive GIS Mapping Applications is produced for information purposes only. Whilst every effort is made to ensure the accuracy of this data, ARTC and the Inland Rail Programme make no representations or give any warranties or assurances, express or implied, as to the accuracy, completeness, reliability or suitability of the data for any particular purpose and disclaim all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential loss or damages) and costs which you might incur as a result of this product being inaccurate or incomplete in any way and for any reason.

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.



The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC) in partnership with the private sector.



# 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 (Yallaroi)
Location:	Yallaroi Creek (Croppa Creek, NSW)
Chainage:	CH 741.6
Program*:	Construction: December 2021 Occupation: December 2021 – December 2022
Land Use:	RU1 – Primary Production (Source: Gwydir Shire Council LEP)
Footprint / Size:	<5,000m <sup>2</sup>
Use:	Minor Ancillary Facility (Yallaroi) will be utilised for the following purposes: <ul style="list-style-type: none"> <li>▪ Trailer based (mobile) site office, port-o-loo and generator.</li> <li>▪ Carparking for site personnel.</li> <li>▪ Lime Storage site.</li> </ul>
Site Surroundings:	Minor Ancillary Facility (Yallaroi) is surrounded by: <ul style="list-style-type: none"> <li>▪ North: Culvert, Rail Line, sparsely vegetated land, agricultural (cropping) land.</li> <li>▪ East: Rail Line, sparsely vegetated land, and Agricultural (cropping) land.</li> <li>▪ South: Rail Line, sparsely vegetated land, Yallaroi Creek.</li> <li>▪ West: Sparsely vegetated land, and agricultural (cropping) land.</li> </ul> <p>Access to Minor Ancillary Facility (Yallaroi) will be provided via access road along alignment from Boonery Park Road.</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"> <li>▪ 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.</li> <li>▪ Topsoil will be stripped and utilised for erosion and sediment controls. The topsoil stockpiled / windrowed will be hand seeded.</li> <li>▪ During topsoil stripping in the Five-clawed Worm-skink habitat, fauna spotter-catchers will be present, further mitigation methods are addressed below.</li> <li>▪ Following geotechnical investigation, a foundation treatment will be designed for the MAF (Yallaroi) site. This will be one of the following:             <ol style="list-style-type: none"> <li>1) Lime stabilise 300mm of foundation with a 100mm overlay of DGB20.</li> <li>2) Install Geofabric on foundation following topsoil strip and place up to 300mm of DGB20.</li> </ol> </li> <li>▪ 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.</li> <li>▪ Mobilisation of site facilities: The trailer based (caravan-style) site office, port-o-loo and generator will be mobilised to site.</li> <li>▪ 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.</li> </ul> <p>NOTE: No bulk earthworks are required for the establishment of MAF (Yallaroi).</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 (Yallaroi) occurs on land that occurs within the Project's Submission Preferred Infrastructure Report (SPIR) Construction Impact Zone and the CIZ – Construction WIP (20210909).</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 (Yallaroi) site.</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 (Yallaroi).</p>
At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b)(ii))	Y	<p>The proposed MAF (Yallaroi) is located approximately 800 m north of Yallaroi Creek, and approximately 550 m south of an ephemeral waterway.</p> <p>The proposed MAF (Yallaroi) site is not within 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	Y	<p>Approximately &lt;2,000m<sup>2</sup> (~40%) of the proposed MAF (Yallaroi) site is mapped as</p> <ul style="list-style-type: none"> <li>- Zone 5 – PCT-56 Poplar Box – Belah woodland on clay-loam soils on alluvial plains of north-central NSW.</li> </ul>

Criteria	Compliant (Y) Yes (N) No	Comments
the terms of the project approval (CoA A21(b)(iii))		<p>Approximately &lt;3,000 m<sup>2</sup> (~60%) of the proposed MAF (Yallaroi) site is mapped as</p> <ul style="list-style-type: none"> <li>- Zone 6 – PCT 56 – Belah woodland on clay-loam soils on alluvial plains of north central NSW- Derived Native Grasslands.</li> </ul> <p>All vegetation within the SPIR CIZ 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 (Yallaroi) 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 (Yallaroi) 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 (Yallaroi) will be available north of the MAF (Yallaroi) site at CH741.6 from Boonery Park Road.
Relatively flat land	Y	Minor Ancillary Facility (Yallaroi) 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 (Yallaroi) will generate minor waste volumes. These waste streams will generally consist of the following:</p> <ul style="list-style-type: none"> <li>▪ Wastewater</li> <li>▪ Wastepaper / cardboard</li> <li>▪ Rubbish and debris</li> <li>▪ Food waste</li> </ul> <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 (Yallaroi) are considered minor and consistent with those impacts approved under SSI 7474.
Boundary screening around all facilities adjacent to and visible from sensitive	Y	Minor Ancillary Facility (Yallaroi) 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.

Criteria	Compliant (Y) Yes (N) No	Comments
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)		

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 (Yallaroi) include:

- Disturbance of predicted Five-clawed Worm-skink habitat at Chainages 735.000 to CH754.250;
- 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 C-SSI 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"> <li>• Awareness of General Environmental Duty and Duty to Notify, (legislative obligations)</li> <li>• The requirement for erosion and sediment control devices to be implemented and maintained in accordance with the Erosion &amp; Sediment Control Plan</li> <li>• Waste Management</li> <li>• The mapped, native vegetation occurring within and adjacent the site and the significance of the TEC.</li> <li>• 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.</li> <li>• Hours of operation.</li> <li>• General noise related mitigation measures.</li> </ul>	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
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

	Measure/Requirement	Responsibility	Timing/frequency
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 <a href="http://www.bom.gov.au/">http://www.bom.gov.au/</a> ) 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
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

	Measure/Requirement	Responsibility	Timing/frequency
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
20)	Within the proposed MAF (Yallaroi) site a total area of ~40% was identified as <i>Zone 5- PCT 56</i> and ~60% identified as <i>Zone- 6 PCT- 56</i> . NOTE: As these are within the SPIR CIZ these have been accounted for in the Project's Approval and if removal is required will be offset under the projects Biodiversity Offset Strategy.	Environmental Works team	Construction
21)	<p>All personnel would be inducted on the subject of Five-clawed Worm-skinks (FCWS). Targeted FCWS surveys would be undertaken by Project Ecologist and/or Fauna Spotter-Cather team prior to and during slashing, clearing of woody vegetation and topsoil stripping activities within the following chainages, stage 1 chainage 603.000 to 625.000 and stage 3 chainage 735.000 to 754.250.</p> <p>The surveys would include active searches of microhabitats, including, carefully turning woody debris, rocks and artificial debris, raking the soil surface or leaf litter beneath trees and looking beneath peeling bark for reptiles or their sloughs, searching for animals during topsoil stripping (working closely with the grader operator).</p> <p>Targeted pre-clearing surveys would comprise a minimum of 1.5 person hours per hectare for habitats of average complexity per targeted species (scaled up or down depending on site complexity).</p> <p>Any FCWS captured would have the following data collected:                      GPS coordinates of capture/relocation site, measurements of snout-vent length, tail length and total length. Relocation site are to be as close to capture site as possible with suitable microhabitat.                      No more than 10 adults and 5 sub-adults or hatchlings per 100m<sup>2</sup> of suitable habitat may be relocated due to risk of overstocking.                      NOTE: Additional measures will be taken to avoid relocated individuals from re-entering the construction site i.e. sediment fence, etc.</p>	Environmental 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: 

Signed: 

Name: Georgia Pianko

Name: Luke Trickett

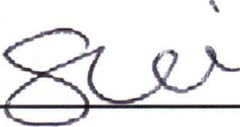
Position: T4MR Jnr Environmental Advisor

Position: T4MR Environmental Advisor

Date: 16/12/2021

Date: 16/12/2021

Signed: \_\_\_\_\_



Name: Steve Fermio

Position: Environmental Representative

Date: 17/12/2021

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

# MAF (Yallaroi) - Biodiversity

INTERNAL USE ONLY



## Legend

- World Boundaries and Places
- CIZ (20210909)
- Bridges
- Level Crossings
  - Public
  - Private
  - Pedestrian
- Culverts
- Chainage
- Rail Alignment
- Vegetation Communities - Clip
  - Zone - - Cleared/Non-native Vegetation
  - Zone - 1 - PCT-27 BVT-89233, NA woodland of the Darling Riverine Pl
  - Engarou Belt South Boregion-McCoo
  - Zone - 2 - PCT-35 BVT-89120, NA forest / woodland on alluvial silt/clay
  - South Gocriwandi, Engarou Be
  - Moderate - Good
  - Zone - 3 - PCT-39 BVT-89130, NA Cobball - Lignum woodland wetland
  - floodplains mainly in the Darling Rv
  - Boregion-Moderate - Good
  - Zone - 4 - PCT-52 BVT-89191, NA Bluegrass v. Mitchell Grass grassi
  - floodplains and alluvial plains mainl
  - Darling Riverine Plains Boregion-N
  - Zone - 5 - PCT-55 BVT-89186, NA woodland on clay-loam soils on allu
  - NSW-Moderate - Good
  - Zone - 6 - PCT-56 BVT-89186, NA woodland on clay-loam soils on allu

## DISCLAIMER:

This data published in Inland Rail's interactive GIS Mapping Application is produced for information purposes only. While every effort is made to ensure the accuracy of this data, ARTC and the Inland Rail Project do not warrant, represent, give any warranty, make or guarantee, express or implied, about the accuracy, adequacy, reliability, completeness, or suitability of this information for any particular purpose and disclaim all responsibility and all liability (including without limitation liability in negligence) for all consequences, damages (including indirect or consequential loss or damages) and costs which you might incur as a result of this product being inaccurate or incomplete in any way and for any reason.

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.

Scale: 1: 4,514  
 Projection: WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere



Notes:



The Australian Government is developing Inland Rail through the Australian Rail Track Corporation (ARTC) in partnership with the private sector.

# MAF (Yallaroi) - Cultural Heritage

INTERNAL USE ONLY



## Legend

- World Boundaries and Places
  - CIZ (20210909)
- Bridges
- Level Crossings
  - Public
  - Private
  - Pedestrian
- Culverts
- Chainage
- Rail Alignment
- Cultural Heritage - Management (20210611)
  - Cleared with field assessment
  - Beyond SPIR\*
  - Not cleared
  - Beyond SPIR C\*
  - Cleared with desktop survey
- ARTC Network
- Other Railways

## DISCLAIMER:

The data published in Inland Rail's Heritage GIS Mapping Applications is produced for information purposes only. Whilst every effort is made to ensure the accuracy of the data, the Australian Rail Track Corporation (ARTC) and its programme partners do not guarantee, warrant, represent or give any warranties or assurances, express or implied, about the accuracy, reliability, completeness or suitability of the data for any particular purpose and disclaim all responsibility and all liability (including without limitation, liability in negligence or all other cases, including including indirect consequential loss or damages) and costs which you might incur as a result of the product being inaccurate or incomplete in any way and for any reason.

ARTC web applications use the Web Mercator (EPSG:3857) coordinate system. This modified Mercator projection maintains 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.

0 0.06 0.1 Km



Scale: 1: 4,514

Projection: WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere



Notes:

**INLAND RAIL** **ARTC**

The Australian Government is collaborating with Rail through the Australian Rail Track Corporation (ARTC) in partnership with the private sector.

# MAF (Yallaroi) - Flood Extent

INTERNAL USE ONLY



- Legend**
- World Boundaries and Places
  - CIZ (20210309)
  - Bridges
  - Level Crossings
    - Public
    - Private
    - PeDESTIAN
  - Culverts
  - Chainage
  - Rail Alignment
  - Flood Extents
  - ARTC Network
  - Other Railways

**DISCLAIMER:**  
 The data published in Inland Rail's interactive GIS Mapping Application is produced for information purposes only. Whilst every effort is made to ensure the accuracy of this data, ARTC and the Inland Rail Program do not warrant, represent, or give any warranties or guarantees, express or implied, about the accuracy, reliability, suitability, completeness, availability, or performance for any particular purpose and disclaim all responsibility and all liability (including, without limitation, liability in negligence) for all consequences, particular damage (including indirect or consequential loss or damages) and costs which you might incur as a result of this product being inaccurate or incomplete in any way and for any reason.

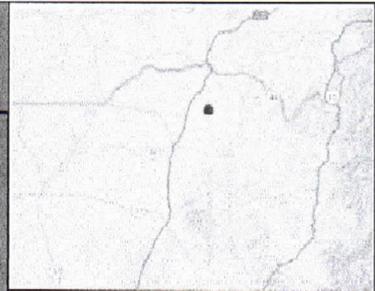
ARTC web applications use the Web Mercator (EPSG:3857) coordinate system. This modified Mercator projection maximises system performance, but at the expense of distortion and accuracy. As such, all measurements carried out in these applications are to be regarded as approximate.

0 0.03 0.1 Km

Scale: 1: 2,257

Projection: WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

Notes:



Legend

- World Boundaries and Places
- CIZ (20210909)
- ⊕ 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

DISCLAIMER:

The data published in Inland Rail's interactive GIS Mapping Applications is produced for information purposes only. Whilst every effort is made to ensure the accuracy of this data, ARTC and the Inland Rail Programme make no representations nor give any warranties or guarantees, express or implied, about the accuracy, adequacy, reliability, completeness or suitability of the data for any particular purpose and disclaim all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential loss or damages) and costs which you might incur as a result of this product being inaccurate or incomplete in any way and for any reason.



0 0.11 0.2 Kilometers

Scale: 1: 9,028

Projection: WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

Notes:

Note: 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.



The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

## Appendix B: Site Location (Co-ordinates)

1	Lat: 29.05750° S Lon: 150.31316° E
2	Lat: 29.05760° S Lon: 150.31358° E
3	Lat: 29.05839° S Lon: 150.31316° E
4	Lat: 29.05818° S Lon: 150.31264° E

# Appendix C: Noise Estimator

# MAF (Yallaroi)- Residential Receiver

INTERNAL USE ONLY



## Legend

- World Boundaries and Places
- GZ (20210909)
- Bridges
- Level Crossings
  - Public
  - Private
  - Pedestrian
- Culverts
- Rail Alignment
- Residential Receivers
- Sensitive Receivers
  - Active recreation
  - Ageed care
  - Education
  - Health
  - Passive recreation
  - Religious
- ARTC Network
- Other Railways

**DISCLAIMER:**  
 The data published in Inland Rail's interactive GIS Mapping Application is produced for information purposes only. Whilst every effort is made to ensure the accuracy of this data, ARTC and the Inland Rail Procurement process do not give any warranties or guarantees, express or implied, about the accuracy, adequacy, reliability, completeness or suitability of the information for any particular purpose and disclaim all responsibility, and all liability (including without limitation, liability in negligence, for all or part of any particular damages (including indirect or consequential loss or damages) and costs which you might incur as a result of this product being inaccurate or incomplete in any way and for any reason.  
 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.

0 0.23 0.5 Km

Scale: 1: 18,056

Projection: WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

Notes:



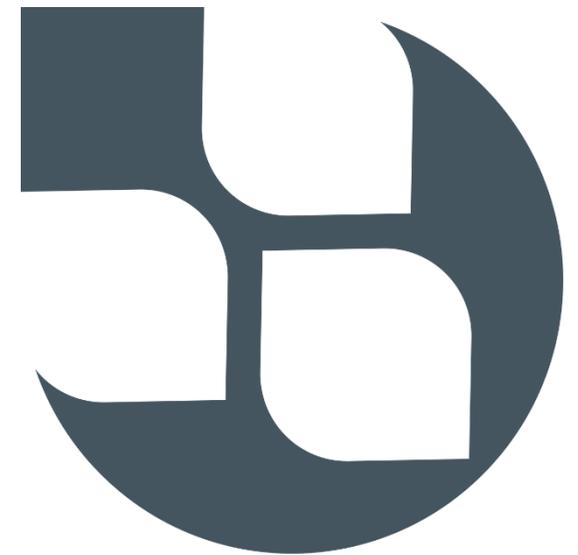
## APPENDIX C – ER INSPECTION REPORT

# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

## ENVIRONMENTAL REPRESENTATIVE'S INSPECTION REPORT

1/12/2021

---



SECTION 1: SUMMARY		
<b>Project:</b> Inland Rail – Narrabri to North Star	<b>Date:</b> 1/12/2021	<b>Time:</b> 1300 - 1600
<b>Client:</b> ARTC	<b>Inspection By:</b> Steve Fermio	
<b>Principal Contractor:</b> Trans4m	<b>Report No.:</b> 211201	<b>Pages:</b> 15
<b>Locations Inspected:</b> 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)		
<b>Issued to:</b> ARTC, Trans4m		
<b>Weather conditions:</b> NA		
<b>Attendees:</b> Trans4m: Adam Playne ARTC: Mikaela Richardson		
<p><b>OVERVIEW</b></p> <p>No site inspection was carried out due to heavy rain and flooding in the Project area in the period preceding and during the 1 December. In its place a desktop review via Teams of the CEMP was undertaken.</p> <p><b>SUMMARY OF KEY FINDINGS:</b></p> <p><b>The desktop review of the CEMP found that while aspects of the plan were being implemented, there were not insignificant shortcomings (or lack of evidence to verify) it's implementation in relation to:</b></p> <ul style="list-style-type: none"> <li>• <b>Compliance tracking and reporting</b></li> <li>• <b>Monitoring and reporting on achievement of the Project's environmental objectives and targets and environmental performance more generally</b></li> <li>• <b>Internal auditing</b></li> <li>• <b>Formal progress reporting to T4M Project Director on key environmental inspections (weekly), issues, non conformances etc</b></li> <li>• <b>Management team involvement in formal reviews of the CEMP</b></li> </ul> <p>Details of the review of the approved CEMP (Rev 0) are provided in section 3 below.</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	
<b>High</b>	<p>May potentially result in a significant/major environmental incident/damage.  <b>Must be addressed immediately or within timeframe as agreed / advised at time of inspection.</b></p>
<b>Medium</b>	<p>May potentially result in a medium/moderate environmental incident/damage.  <b>Must be addressed within 3 business days or within timeframe as agreed / advised at time of inspection.</b></p>
<b>Low</b>	<p>Observation not classified as high or medium risk but still needs to be rectified in a timely manner.  <b>Must be addressed within 5 business days or as agreed / advised at time of inspection.</b></p>
<b>O</b>	<p>Observation for further consideration.</p>
	<p>Observation of good practice.  <b>No corrective action required.</b></p>

Ref	Photo / Location	Finding	Priority	Status
-----	------------------	---------	----------	--------

## INLAND RAIL PROJECT – NARRABRI TO NORTH STAR



### SECTION 2: NO SITE INSPECTION UNDERTAKEN ON 1 DECEMBER DUE TO FLOODING IN PROJECT AREA

Section 3 Construction Environmental Management Plan			
SECTION / CONDITION	REQUIREMENT	FINDING /COMMENT	CLOSE-OUT ACTION PROPOSED / IMPLEMENTED
3.2	The performance of the Project will be monitored against the objectives and targets. Project performance monitoring will be documented in the Project construction compliance reports (see Section 7) and at least on a quarterly basis as part of the management review	Objectives and targets not being formally monitored or reported on to project management but there is evidence targets are being met.	TBA
8.1.1	Each month Trans4m Rail's environmental performance will be presented in a dashboard to communicate the project's performance. The dashboard report will be provided monthly to Executive Management, the HSEQS Systems and Compliance team, the Region HSEQS teams and can be incorporated into the Monthly Environmental Return to Inland Rail. The dashboard uses several indices to demonstrate performance such as: <ul style="list-style-type: none"> <li>• Incidents;</li> <li>• Initiatives;</li> <li>• Resource use intensity metrics; and</li> <li>• Environment impacts internal audit outcomes and monthly Global Mandatory Requirements (GMR) Assessments.</li> </ul> Appendix I depicts an example snapshot of the dashboard.	Dashboard Report in Appendix I is not happening but some performance information is being provided to ARTC in monthly project reports.	TBA
8.1.3	The Activity Method Statement (AMS) is a Multi-Disciplinary Hold Point process, involving Trans4m Rail personnel and subcontractors that integrates Work Methodology Plans with risk assessment to mitigate impact and ensure environmental, safety and quality compliance. Trans4m Rail will use the AMS to describe the construction implementation in detail for an activity that integrates the methodology, risk assessment, instruction and procedures for design, construction, environment, quality and safety, permits, approvals, resources, equipment and personnel	Bulk Earthworks AMS (Sep 21) and others sighted in Project Pack Web (PPW)	NA
8.1.5	Task Risk Assessments (TRA) are team - based planning risk assessments which aim to address hazards and risk control reduction at a task level. TRA's are facilitated in the field prior to the task commencing by the Supervisor, Leading Hand and/or Engineer and are primarily identified by the AMS.	TRA for 5 Clawed Worm Skink and Fuel Tanker refuelling sighted in PPW. Very comprehensive	NA

# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

8.5	Appropriate training records shall be kept and maintained in accordance with T4MR-MPR-BUA-018 Records Management. All training identified in the associated training matrix will be delivered according to the training schedule. Training and development needs identified through the performance and development process will be achieved as per time frames nominated in individual plans.	T4M Training Matrix needs to be updated with enviro training delivered eg ERSED, 5 Clawed Worm skink etc	Update Training Matrix with enviro related training carried out to date and planned
8.5.2	Weekly toolbox talks will be one method of raising awareness and educating personnel on issues related to construction including environmental issues. The toolbox talks are used to ensure environmental awareness continues throughout construction	Toolbox Talks provided on Friday 6.30am (sites) and 11 am in the project office. Evidence sighted in PPW	NA
8.5.3	The pre-start meeting is an activity conducted prior to the commencement of shift and is used to inform the workforce of the day's activities, safe work practices, environmental protection practices, work area restrictions, activities that may affect the works, coordination issues with other trades and teams, hazards and other information that may be relevant to the day's work	Pre Work Brief sent out daily (around 2pm) to capture messages for the Pre Start Meet the following day. Emails sighted on previous ER inspections	NA
Table 16 Hold Points	A clearing permit is required prior to any clearing of native vegetation, including GPS locations of extent of Clearing applicable to Permit	Clearing Permit issued 20/6/21 sighted (plus others) in PPW	NA
8.8	Weekly Environmental and Sustainability checklists will be utilised for these inspections. Any non-conformances or opportunities for improvement will be recorded in Trans4m Rail's Event Tracker system and managed in accordance with Section 10 of this document. The findings of inspections will be discussed at toolbox meetings and concerns raised will be considered by the Environment Team and senior project staff.	Inspection carried out on 27/11/21 sighted (plus others in PPW)	NA
Table 17 Inspection Schedule	High Risk Activity Inspections as required by Construction Manager & Environment Coordinator/s	These are not being undertaken but inspections are being undertaken pre and post rainfall events which are the major risk on the project	Consider deleting this requirement in Rev 1 of CEMP
8.9	CoA C14 requires that Construction Monitoring Programs must be developed and implemented for the following issues: <ul style="list-style-type: none"> <li>Noise and vibration;</li> <li>Water usage;</li> <li>Air quality; and</li> <li>Physical condition of local roads.</li> </ul> These monitoring programs are contained within the relevant sub-plans. The results of the monitoring programs will be submitted to the Planning Secretary, and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program (6 monthly).	6 monthly monitoring program reports provided via Aconex	Need to confirm the results of the monitoring programs have been submitted to the Planning Secretary, and relevant regulatory agencies, for information.
Table 18 Compliance Monitoring	Trans4M Rail EMS audits to be undertaken by external auditor. Project audits to be undertaken by the John Holland Regional Environmental Manager.	These audits are on a 6 monthly schedule. There is some evidence available in the form of an excel spreadsheet of an internal T4M audit having been carried out but it is not clear if	More information required on whether / how these audits were conducted and reported on

# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

and Reporting		both audits have been undertaken on 6 monthly basis and how these were reported to Project Team	
	<p><b>Compliance tracking report</b> Identifies progress and evidence of compliance against each compliance requirement, within 5 Business Days of each Calendar Quarter Date. Compliance tracking against Contract and Conditions of Approval for licences, approvals and permits managed via the Obligations Register feature of PPW.</p>	There is no evidence of this having occurred	TBA
	<p><b>Weekly Site inspection reports</b> Environmental inspection report Submitted to the Trans4m Rail Project Director, Environment Manager, Construction Manager and Supervisor.</p>	There is no evidence of this having occurred	TBA
	<p><b>Monthly Management reports</b> Progress reports including non-conformances, issues and corrective actions submitted to the Trans4m Rail Project Director.</p>	There is no evidence of this having occurred	TBA
12.1	Continuous improvement of this CEMP will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets for the purpose of identifying opportunities for improvement.	There is no evidence of this having occurred	TBA

**SECTION 4: OPEN ISSUES / ACTIONS FROM PREVIOUS SITE INSPECTIONS**

Ref	Photo / Location	Finding	Priority	Status (including close out evidence)
<p><b>INLAND RAIL PROJECT – NARRABRI TO NORTH STAR</b></p> <p><b>20210908-119</b></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) &amp; any lessons learned arising</i></p>	<p>Low</p>	 <p>Batter slope cut back from edge (MR to send photos).</p> <p>12 &amp; 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> <p>1/11: ER provided response to IRDJV email of 3 November concerning fish passage requirements at Tycannah Creek on 26/11. JB to meet with Matt Ross to further discuss and provide response</p>

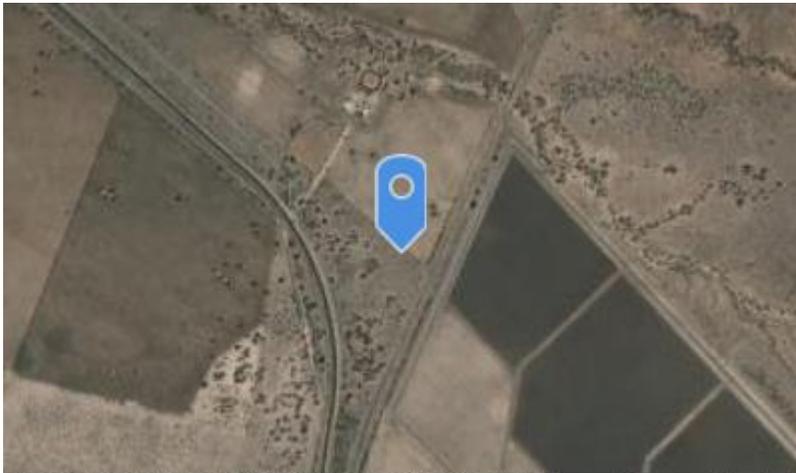
Ref	Photo / Location	Finding	Priority	Status
<p>20211020-157</p> <p>Lon:149.806</p> <p>Lat:-29.684</p> <p>Gurley Creek</p>	 <p>Maxar   Esri, © OpenStreetMap contributors, HERE,... Powered by Esri</p>	<p>Excavator has tracked onto creek bed during vegetation removal associated with creation of sight lines 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><b>To be reviewed at 15/12 ER inspection</b></p>

20211020-152

Lon:149.816

Lat:-29.641

Mardell



Maxar | Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri

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 15/12 ER inspection**

SECTION 5: PREVIOUS PLAN REVIEW FINDINGS			
STAGE	REQUIREMENT	FINDING / COMMENT	CLOSE-OUT ACTION PROPOSED / IMPLEMENTED
<b>HERITAGE MANAGEMENT PLAN</b>			
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
<b>COMMUNICATIONS STRATEGY</b>			
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: <i>Mikaela Richardson to check status of revised Strategy with Mel Elms</i> 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.	
<b>BIODIVERSITY MANAGEMENT PLAN</b>			
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 <b>20/10: Meeting with IR DJV to be scheduled for week of 25/10</b> <b>17/11: Further information received from IR DJV for consideration</b>
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"> <li>• Awareness training</li> <li>• Any potential sighting is to be immediately reported to the Environment Manager</li> <li>• The project ecologist is to investigate any potential Cane Toad observations including undertaking targeted surveys within the vicinity of the record</li> <li>• 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.</li> </ul> <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</i></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.	<b>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</b> <b>20/10: Revise Induction to include appreciate reference and also provide TBTs on reasonable biosecurity threats prior to Xmas shutdown</b> <b>3/11: Outstanding</b>

	<i>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>		
<b>PEST AND WEED MANAGEMENT PLAN IMPLEMENTATION REVIEW</b>			
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	
<b>Traffic, Transport and Access Management Plan</b>			
Section 2	“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. 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”	Meetings with Newell Hwy Upgrade team and most councils do occur although generally on as needs basis, rather than monthly.  Minutes from Gwydir Shire Council – Roads Maintenance meeting held on 1/11/21 sighted  2021 10 19 Transport for NSW Meeting – interfacing with the Newell Highway upgrades	Consider amending meeting frequency to reflect current as needs basis meetings if agreed by Councils and TfNSW
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	<p>“Three CAFs will be established to accommodate around 60 staff each. The CAFs will be located at the sites:</p> <ul style="list-style-type: none"> <li>• Bellata at Ch 602,900 inside the CIZ (to be confirmed by ARTC landowner agreement); and</li> <li>Moree at Ch 664,000 inside the CIZ”</li> </ul>	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 9.1	<p>“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.”</p>	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 6: AUTHORISATION**

Name: Steve Fermio	Position: Environmental Representative
--------------------	--

Signature: 	Date: 2/12/2021
--	-----------------

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

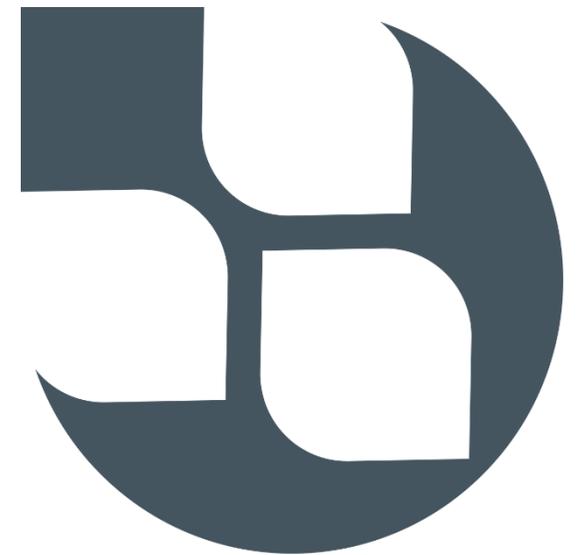
Next inspection 15/12/21; Full day inspection of project sites with EPA in attendance

# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

## ENVIRONMENTAL REPRESENTATIVE'S INSPECTION REPORT

15/12/2021

---



SECTION 1: SUMMARY		
<b>Project:</b> Inland Rail – Narrabri to North Star	<b>Date:</b> 15/12/2021	<b>Time:</b> 0800 - 1600
<b>Client:</b> ARTC	<b>Inspection By:</b> Steve Fermio	
<b>Principal Contractor:</b> Trans4m	<b>Report No.:</b> 211215	<b>Pages:</b> 27
<b>Locations Inspected:</b> Gurley Creek, Mardell, Croppa Creek, Yallaroi Creek, Gil Gil Creek		
<b>Issued to:</b> ARTC, Trans4m		
<b>Weather conditions:</b> Fine and hot		
<b>Attendees:</b> Trans4m: Adam Playne, Greg Hopkins, Dave Carberry, Georgia Pianko, Luke Trickett ARTC: Mikaela Richardson, Grant Brown EPA: Rebecca Scrivener, Jasmine Walden		
<p><b>OVERVIEW</b></p> <p>This was a combined ER / EPA site inspection that took place over the whole day. The site inspection focussed primarily on sensitive creek crossings where works have either been completed (eg Gurley Creek) or are still underway (Croppa, Yallaroi and Gil Gil Creeks). Site boundary / No Go fencing was also reviewed at Mardell and a Five Clawed Worm Skink refuge area at Yallaroi.</p> <p>The sites were well maintained and presented with appropriate ERSED controls in place. These controls are being readied for the Christmas close down from 23 December 2021 to 7 January 2022. Much of the plant and equipment on the sites will be demobilised to secure storage areas over Christmas. Photos are provided in Section 2.</p> <p><b>SUMMARY OF KEY FINDINGS:</b></p> <ul style="list-style-type: none"> <li>• <b>Construction materials laid down adjacent to access road near Croppa Creek Level Crossing need to be relocated to an approved laydown area to avoid this area being classified as a MAF and requiring ER approval</b></li> <li>• <b>Loose ballast on downstream face of Croppa Creek piling pad needs to be wrapped in geofabric prior to Christmas closedown</b></li> <li>• <b>Access track used to place boulder rock on north embankment of Croppa Creek needs to be hydromulched or seeded to better stabilize this area prior to Christmas closedown</b></li> </ul>		

The current status of previous site inspection and plan review findings are set out in Sections 4 and 5 below. Noting that as a result of the full day combined ER / EPA site inspection no CEMP/sub plan review was undertaken nor any review of previous ER plan review findings.

**SECTION 2 – SITE INSPECTION**

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

Ref	Photo / Location	Finding	Priority	Status
<p><b>INLAND RAIL PROJECT – NARRABRI TO NORTH STAR</b></p> <p><b>20211215-185</b></p> <p>Lon:150.252</p> <p>Lat:-29.271</p> <p>Gil Gil Creek</p>	  <p>Maxar   Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p>	<p>Woolpeak</p> <p>Geofabric lined earth bund overflow point with gypsum placed on upstream toe of chute</p>	<p>thumbs up icon</p>	<p>heritage</p> <p>NA</p>

20211215-184

Lon:150.308

Lat:-29.068

Yallaroi



Five Clawed Worm Skink refuge area with signage and silt fence separating refuge area from work site



NA

20211215-183

Lon:150.308

Lat:-29.068

Yallaro



Skink 'hotel' constructed within  
refuge area



NA

# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

20211215-182

Lon:150.306

Lat:-29.125

Croppa Creek Level Crossing



Construction materials laid down adjacent to access road near Croppa Creek Level Crossing need to be relocated to an approved laydown area to avoid this area being classified as a MAF and requiring ER approval

Observation

TBA

# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

20211215-181

Lon:150.311

Lat:-29.115

Croppa Creek



Access track used to place boulder rock on north embankment needs to be hydromulched or seeded to better stabilize this area

Low

TBA

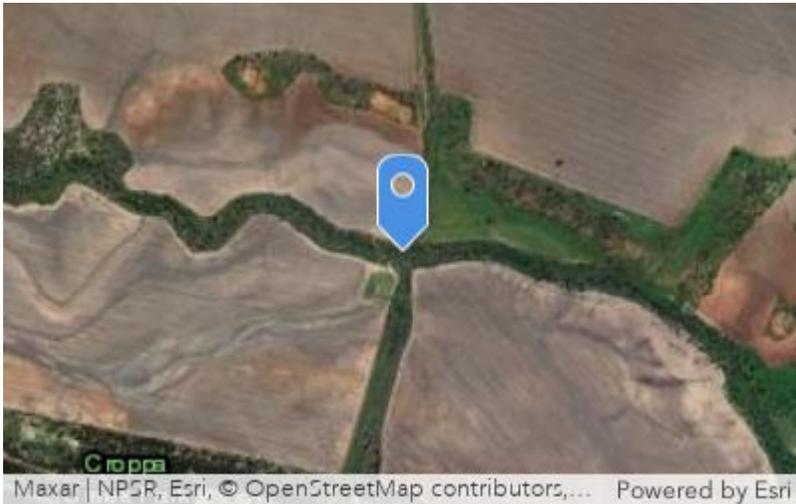
# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

20211215-180

Lon:150.310

Lat:-29.115

Croppa Creek



Loose ballast on downstream face of piling pad needs to be wrapped in geofabric prior to Christmas shutdown

Low

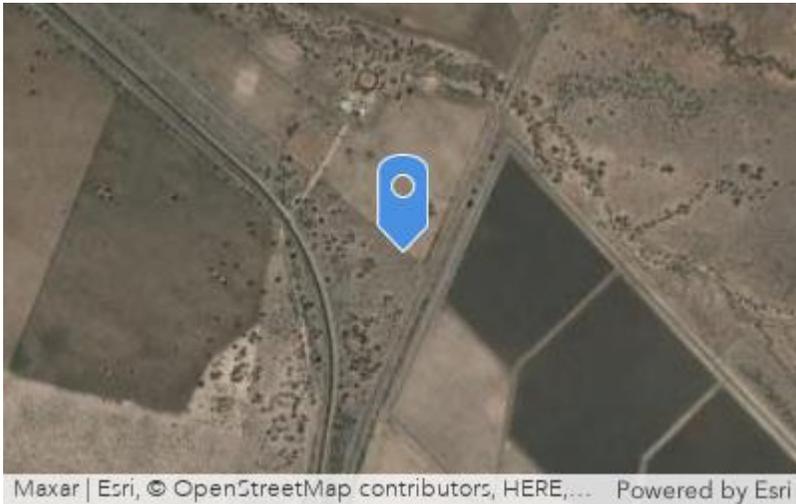
TBA

20211215-178

Lon:149.816

Lat:-29.641

Mardell



Telstra rope being used to demarcate No Go Zone.



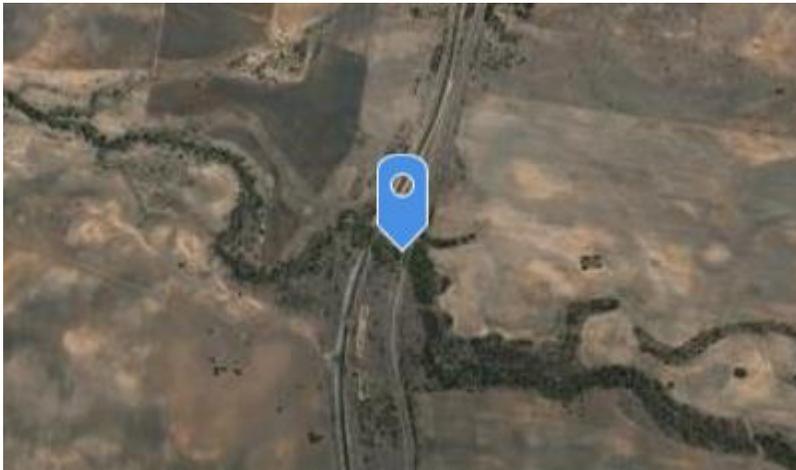
NA

20211215-177

Lon:149.805

Lat:-29.684

Gurley Creek



Maxar | Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri

Rehabilitation work at Gurley Creek is progressing well. Ballast material has been removed from Creek without damaging surrounding riparian area to any significant extent.



NA

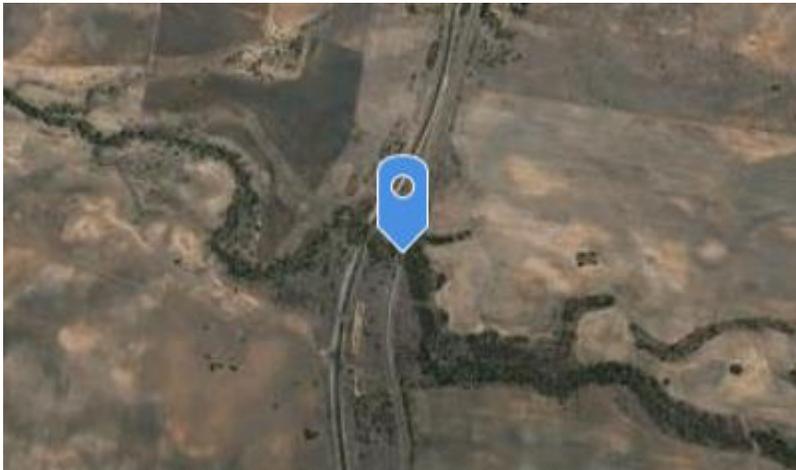
# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

20211215-176

Lon:149.805

Lat:-29.684

Gurley Creek



Maxar | Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri

Rehabilitation work on banks of Gurley Creek underneath rail bridge progressing well



NA

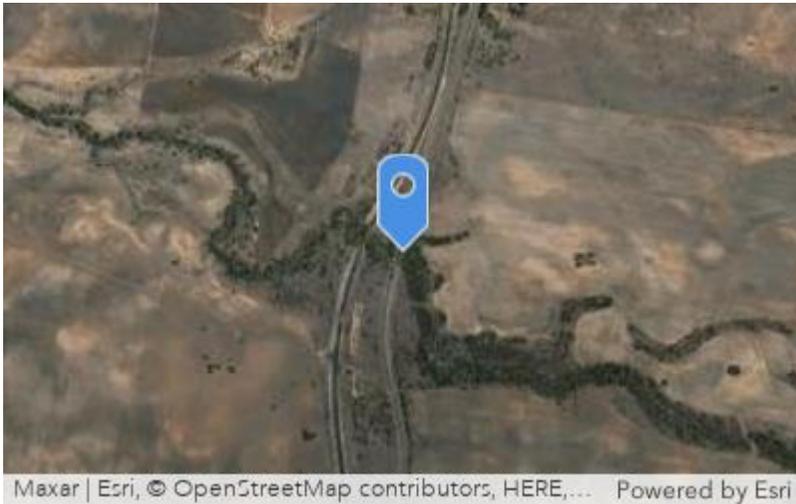
# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

20211215-175

Lon:149.806

Lat:-29.684

Gurley Creek



Area impacted by excavator in October has been rehabilitated and shows no signs of any long lasting damage.



NA

# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

20211215-174

Lon:149.805

Lat:-29.685

Gurley Creek



Sediment and erosion controls and revegetation on south side rail bridge well advanced prior to Christmas shutdown.



NA

**SECTION 3 – NO PLAN REVIEW TOOK PLACE DUE TO ALL DAY COMBINED ER / EPA SITE INSPECTION**

**SECTION 4: OPEN ISSUES / ACTIONS FROM PREVIOUS SITE INSPECTIONS**

Ref	Photo / Location	Finding	Priority	Status (including close out evidence)
<p><b>INLAND RAIL PROJECT – NARRABRI TO NORTH STAR</b></p> <p><b>20210908-119</b></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) &amp; any lessons learned arising</i></p>	<p>Low</p>	 <p>Batter slope cut back from edge (MR to send photos).</p> <p>12 &amp; 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> <p>1/11: ER provided response to IRDJV email of 3 November concerning fish passage requirements at Tycannah Creek on 26/11. JB to meet with Matt Ross to further discuss and provide response</p>

				<p>15/12: Meeting between Justin Bate, Grant Brown &amp; IRDJV to take place on 16/12 to discuss issue and provide feedback to ER</p>
--	--	--	--	---

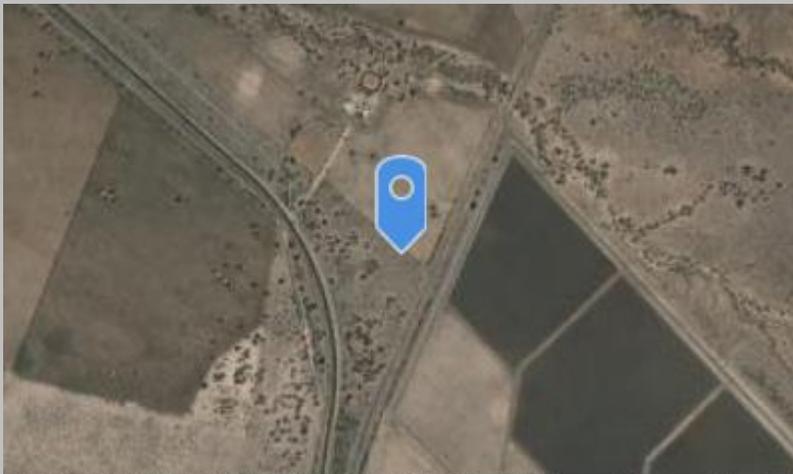
Ref	Photo / Location	Finding	Priority	Status
<p>20211020-157</p> <p>Lon:149.806</p> <p>Lat:-29.684</p> <p>Gurley Creek</p>	 <p>Maxar   Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p>	<p>Excavator has tracked onto creek bed during vegetation removal associated with creation of sight 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>CLOSED</p> <p>Sight line clearing work has been ceased until 2022.</p> <p>Status of rehabilitation of damage to be advised</p> <p><b>To be reviewed at 15/12 ER inspection</b></p> <p><b>15/12: Area has been rehabilitated and no signs of long lasting damage were noted</b></p>

20211020-152

Lon:149.816

Lat:-29.641

Mardell



Maxar | Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri

Damaged tree

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

High

CLOSED

Tree is still unprotected within work zone

**To be reviewed at 15/12 ER inspection**

**15/12: Telstra rope has been installed throughout the site and tree protected with high viz barrier fence**

SECTION 5: PREVIOUS PLAN REVIEW FINDINGS			
STAGE	REQUIREMENT	FINDING / COMMENT	CLOSE-OUT ACTION PROPOSED / IMPLEMENTED
<b>HERITAGE MANAGEMENT PLAN</b>			
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
<b>COMMUNICATIONS STRATEGY</b>			
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: <i>Mikaela Richardson to check status of revised Strategy with Mel Elms</i> 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.	
<b>BIODIVERSITY MANAGEMENT PLAN</b>			
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 <b>20/10: Meeting with IR DJV to be scheduled for week of 25/10</b> <b>17/11: Further information received from IR DJV for consideration</b> <b>15/12: Meeting to be held on 16/12 to further discuss issue with IRDJV and provide feedback to ER</b>
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"> <li>• Awareness training</li> <li>• Any potential sighting is to be immediately reported to the Environment Manager</li> <li>• The project ecologist is to investigate any potential Cane Toad observations including undertaking targeted surveys within the vicinity of the record</li> <li>• 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.</li> </ul>	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.	<b>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</b> <b>20/10: Revise Induction to include appreciate reference and also provide TBTs on reasonable biosecurity threats prior to Xmas shutdown</b> <b>3/11: Outstanding</b>

	<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>		
<b>PEST AND WEED MANAGEMENT PLAN IMPLEMENTATION REVIEW</b>			
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	
<b>Traffic, Transport and Access Management Plan</b>			
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 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	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

	local road networks and to road users. These forums will be facilitated by Trans4m Rail and minutes and actions taken and distributed.”		
Section 6.2	<p>“Three CAFs will be established to accommodate around 60 staff each. The CAFs will be located at the sites:</p> <ul style="list-style-type: none"> <li>• Bellata at Ch 602,900 inside the CIZ (to be confirmed by ARTC landowner agreement); and</li> </ul> <p>Moree at Ch 664,000 inside the CIZ”</p>	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 9.1	<p>“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).</p> <p>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.”</p>	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.
<b>Section 3 Construction Environmental Management Plan</b>			
<b>SECTION / CONDITION</b>	<b>REQUIREMENT</b>	<b>FINDING /COMMENT</b>	<b>CLOSE-OUT ACTION PROPOSED / IMPLEMENTED</b>
3.2	The performance of the Project will be monitored against the objectives and targets. Project performance monitoring will be documented in the Project construction compliance reports (see Section 7) and at least on a quarterly basis as part of the management review	Objectives and targets not being formally monitored or reported on to project management but there is evidence targets are being met.	TBA
8.1.1	Each month Trans4m Rail’s environmental performance will be presented in a dashboard to communicate the project’s performance. The dashboard report will be provided monthly to Executive Management, the HSEQS Systems and Compliance team, the Region HSEQS teams and can be incorporated into the Monthly Environmental Return to Inland Rail. The dashboard uses several indices to demonstrate performance such as:	Dashboard Report in Appendix I is not happening but some performance information is being provided to ARTC in monthly project reports.	TBA

	<ul style="list-style-type: none"> <li>• Incidents;</li> <li>• Initiatives;</li> <li>• Resource use intensity metrics; and</li> <li>• Environment impacts internal audit outcomes and monthly Global Mandatory Requirements (GMR) Assessments.</li> </ul> <p>Appendix I depicts an example snapshot of the dashboard.</p>		
8.5	<p>Appropriate training records shall be kept and maintained in accordance with T4MR-MPR-BUA-018 Records Management. All training identified in the associated training matrix will be delivered according to the training schedule. Training and development needs identified through the performance and development process will be achieved as per time frames nominated in individual plans.</p>	T4M Training Matrix needs to be updated with enviro training delivered eg ERSED, 5 Clawed Worm skink etc	Update Training Matrix with enviro related training carried out to date and planned
Table 17 Inspection Schedule	High Risk Activity Inspections as required by Construction Manager & Environment Coordinator/s	These are not being undertaken but inspections are being undertaken pre and post rainfall events which are the major risk on the project	Consider deleting this requirement in Rev 1 of CEMP
8.9	<p>CoA C14 requires that Construction Monitoring Programs must be developed and implemented for the following issues:</p> <ul style="list-style-type: none"> <li>• Noise and vibration;</li> <li>• Water usage;</li> <li>• Air quality; and</li> <li>• Physical condition of local roads.</li> </ul> <p>These monitoring programs are contained within the relevant sub-plans. The results of the monitoring programs will be submitted to the Planning Secretary, and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program (6 monthly).</p>	6 monthly monitoring program reports provided via Aconex	Need to confirm the results of the monitoring programs have been submitted to the Planning Secretary, and relevant regulatory agencies, for information.
Table 18 Compliance Monitoring and Reporting	Trans4M Rail EMS audits to be undertaken by external auditor. Project audits to be undertaken by the John Holland Regional Environmental Manager.	These audits are on a 6 monthly schedule. There is some evidence available in the form of an excel spreadsheet of an internal T4M audit having been carried out but it is not clear if both audits have been undertaken on 6 monthly basis and how these were reported to Project Team	More information required on whether / how these audits were conducted and reported on
	<p><b>Compliance tracking report</b> Identifies progress and evidence of compliance against each compliance requirement, within 5 Business Days of each Calendar Quarter Date. Compliance tracking against Contract and Conditions of Approval for licences, approvals and permits managed via the Obligations Register feature of PPW.</p>	There is no evidence of this having occurred	TBA
	<p><b>Weekly Site inspection reports</b> Environmental inspection report Submitted to the Trans4m Rail Project Director, Environment Manager, Construction Manager and Supervisor.</p>	There is no evidence of this having occurred	TBA
	<p><b>Monthly Management reports</b></p>	There is no evidence of this having occurred	TBA

## INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

	Progress reports including non-conformances, issues and corrective actions submitted to the Trans4m Rail Project Director.		
12.1	Continuous improvement of this CEMP will be achieved by the ongoing evaluation of environmental management performance against environmental policies, objectives and targets for the purpose of identifying opportunities for improvement.	There is no evidence of this having occurred	TBA

SECTION 6: AUTHORISATION

Name: Steve Fermio

Position: Environmental Representative

Signature:



Date: 17/12/2021

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

Next inspection TBD but likely to be Wed 19/1/22.

## APPENDIX D – CEMP REVIEW SCHEDULE

