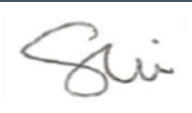



INLAND RAIL – NARRABRI TO NORTH STAR – SSI 7474

ER MONTHLY REPORT

JANUARY | 2022

Authorisation

| | | | |
|---------------------|---|-----------------------------|---|
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Report Name: Inland Rail N2NS – SSI 7474 – ER Monthly Report – January 2022

Project No.: 136

Prepared for:
The Planning Secretary

Prepared by:
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1. KEY FINDINGS FOR THE REPORTING PERIOD

This Environmental Representative (ER) Monthly Report has been prepared in accordance with State Significant Infrastructure 7474 Condition of Approval A28(j), covering the period of 1 January to 31 January 2022.

A site inspection took place on 25 January. I am concerned that No Go Zone flagging is not uniformly present or well maintained in areas subject to high pressure or complex in nature. This was an issue of ongoing concern during 2021 and it needs to be expeditiously and comprehensively addressed at this early stage of 2022.

On the 25 January inspection I was concerned to see refuelling taking place within 50 metres of Gil Gil Creek. This is a high risk activity that must be better controlled to avoid the potential for a serious environmental incident. At the next ER inspection on 9 February I would like to see what concrete steps have been taken to address this issue.

Finding No 20210908-119, concerning the design of the batter slope embankment over Tycannah Tributary and fish passage at this location needs to be closed out as soon as possible. The fish passage issue may apply to other waterways in Stage 2 area and may also need to be considered in Stage 1 area.

A concerted push is needed to ensure that as far as possible any remaining open findings from plan reviews and site inspections carried over from 2021 be closed out by the end of February.

Thirteen environmental incidents were recorded by ARTC during January including nine reportable incidents concerning the 5 clawed worm skink.

There was 1 complaint recorded during January related to windscreen damage..

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 January 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 January 2022.

3. PROJECT ACTIVITIES

Pre- construction work commenced on Stage 1 in January including:

- Survey set-out
- Ecological Pre-Clearance Surveys
- Establishment of No Go Zone demarcation through Stage 1 and
- Slashing of groundcover outside of potential Five Clawed Worm Skink Habitat.

Fencing and landscaping work took place in Stage 2Ai area in January.

Main construction works continued in Stage 3 areas of the Project during January.

3.1 Minor construction ancillary facilities

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

- Ten Mile Creek
- North Star
- Yamboon
- Alma Lane.

3.2 Construction works, including upcoming works

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

Table 1: Construction works, including upcoming works

| January 2022 – Works Completed | February 2022 – Works Planned |
|---|---|
| <p><u>Stage 1 (CH573.000 – CH625.000)</u> Survey set-out and Ecological Pre-Clearance Surveys. Establishment of No Go Zone demarcation through Stage 1. Slashing of groundcover outside of potential Five Clawed Worm Skink Habitat.</p> <p><u>Stage 2Ai (CH625.700 – CH641.900) & Stage 2Aii (CH647.000 - CH658.000)</u> Fencing and landscaping as access permits.</p> <p><u>Stage 3 (CH681.000 – CH760.500)</u> All bulk earthworks have been completed from CH681.000 – CH730.000. Topsoil stripped from CH742.000 – CH746.000. Earthworks continued from CH730.000 – CH742.000 and from CH755.000 – CH760.000. Capping installed intermittently between CH681.000 – CH707.000. Bottom Ballast installed intermittently between CH681.000 and CH690.000. Culvert installation continued at various locations between CH681.000 – CH742.000. Gil Gil Creek and Yallaroi Creek Bridges: Handrails installed, scour rock installation completed and back fill of abutments. Croppa Creek Bridge: Super T's bridge girders installed. Croppa Creek Tributary: Completed installation of scour rock and back fill of abutments. Level crossing works occurred across various LX sites at various stages of construction.</p> | <p><u>Stage 1 (CH573.000 – CH625.000)</u> Continue survey set-out and Ecological Pre-Clearance Surveys. Continue establishment of No Go Zone Demarcation through Stage 1. Slashing of groundcover both within and outside of potential Five Clawed Worm Skink Habitat. Establishment of priority Minor Ancillary Facilities within and outside of potential Five Clawed Worm Skink Habitat. Stripping of topsoil at priority locations, both within and outside of potential Five Clawed Worm Skink habitat. Ballast brushing works through all of Stage 1.</p> <p><u>Stage 2Ai (CH625.700 – CH641.900) & Stage 2Aii (CH647.000 - CH658.000)</u> Fencing and landscaping as access permits.</p> <p><u>Stage 2B (CH641.900 – CH656.500)</u> Ballast brushing works through all of Stage 2B. Survey set-out.</p> <p><u>Stage 3 (CH681.000 – CH760.500)</u> Slashing, topsoil stripping and establishment of erosion and sediment controls from CH746.000 – CH755.000. Bulk earthworks continuing from CH730.000 – CH746.000 and from CH755.000 – CH760.000. Earthworks expected to commence from CH746.000 – CH755.000, following topsoil strip. Capping and bottom ballast continue to be placed between CH681.000 – CH707.000. Croppa Creek: Bearing pads to be constructed. Croppa Creek Trib: Commence site clean up and demobilisation. Gil Gil Creek and Yallaroi Creek: No works planned. Level crossing works to continue across various LX sites at various stages of construction</p> |

3.3 Changes to the Project

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

3.4 Community consultation and complaints received

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

Table 2: Community Engagement Summary

| Engagement Channel and Volume | Purpose |
|-------------------------------------|--|
| 69 Emails and 24 Phone Calls | LAA chase, Sponsorships and Donation, Hydrology enquiries, Fencing, Sleepers, Media Events |
| 1 Website updates | Edward Street Park, North Star fencing installation |
| 3 Meeting with Councils | Construction update, Noise Consultation |
| 6 Face to Face Stakeholder Meetings | Design changes, Complaint Responses, Property discussions |
| 1 Media events | Narrabri Office opening |
| 16 Works Notification | Level Crossing upgrades/Construction |

There was 1 complaint recorded during up to Friday 28 January (compared to 6 in December 2021) related to windscreen damage. The current complaints / enquiries register is provided at Appendix A.

Revision 4 of the Project's Communications Strategy was approved by ARTC's Inland Rail Stakeholder and Engagement Manager on 10 January 2022.

3.4.1 Incidents

Thirteen environmental incidents (compared to seven in December 2021) were recorded by ARTC during January including:

- nine reportable incidents concerning the 5 clawed worm skink
- one non reportable incident concerning refuelling within 50 metres of Gil Gil Creek (identified during the ER inspection on 25 January)
- one non reportable oil leak detected underneath a vehicle
- one non reportable incident concerning a concrete agitator truck coming into contact with a crash cushion
- one non reportable incident concerning the entanglement of a kangaroo in No Go Zone fencing (kangaroo was released unharmed).

3.4.2 Non-compliances

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

3.5 Lessons learned

A workshop is proposed to be held in early 2022 to capture lessons learned during 2022 and apply these learnings to the upcoming works. The workshop is currently scheduled for 23 February.

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:

- The 2022 sub plan / CEMP implementation review schedule
- Tookey Creek MAF checklist
- Yallaroι Lime Storage Rev 3 MAF checklist
- Tikitere MAF checklist.

4.1.2 Ancillary facilities

There were four MAFs approved by the ER in January at:

- Ten Mile Creek
- North Star
- Yamboon
- Alma Lane.

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 2022.

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 February.

I note that the 6mth review of the CEMP was due to be undertaken in October 2021 and that this review should have been completed well before now.

4.2.2 Implementation

No sub plan or CEMP review was undertaken in January.

4.2.3 Site inspections

A site inspection took place on 25 January (Appendix C) of various Stage 3 sites. All of the site based findings from the previous (15 December 2021) ER inspection have been closed out. The following findings were made:

- Croppa Creek: North embankment exposed soil slope – check against ESCP and apply additional controls as necessary
- Gil Gil Creek: Housekeeping, clean-up of waste and other materials and maintenance of silt fence required at site office area plus continuation of No Go Zone flagging near laydown area
- Gil Gil Creek: Refuelling of excavator observed taking place within 50m of Gil Gil Creek (refuelling ceased at time of inspection).
- Gil Gil Creek: Overflowing concrete washout pit requires emptying and reinstatement if continued use required.
- Milguy: Upstream culvert bund at chainage partially (minor) damaged, requires reinstatement.
- Milguy: No Go Zone flagging requires reinstatement.

4.2.4 Audits

The second Independent Audit of the Project, required under CoA A36, continued during January.

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 January 2022.

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

A site inspection took place on 25 January. I am concerned that No Go Zone flagging is not uniformly present or well maintained in areas subject to high pressure or that are complex in nature. This was an issue of ongoing concern during 2021 and it needs to be expeditiously and comprehensively addressed at this early stage of 2022.

On the 25 January inspection I was concerned to see refuelling taking place within 50 metres of Gil Gil Creek. This is a high risk activity that must be better controlled to avoid the potential for a serious environmental incident. At the next ER inspection on 9 February I would like to see what concrete steps have been taken to address this issue.

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Thirteen environmental incidents were recorded by ARTC during January including nine reportable incidents concerning the 5 clawed worm skink.

There was 1 complaint recorded during January related to windscreen damage.

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APPENDIX A – COMPLAINTS REGISTER

| No. | Date received | Time received/initialised | Method received | Complaint Number | CM Unique Identifier | Availability/initial status | Chainage/suburb | Complaint/Enquiry/Feedback | Nature of Complaint | Number of people affected in relation to a complaint | Details of Complaint | Response to Complaint | Method of Response | Date Responded | Time Responded/received | complaints escalation | procedure/timeframe | Status of Complaint | |
|--|------------------|---------------------------|----------------------|------------------|----------------------|-----------------------------|-----------------|----------------------------|-----------------------------------|--|---|--|-----------------------|----------------|-------------------------|---|---|---------------------|--|
| Week concluding 8th January - 0 complaints received | | | | | | | | | | | | | | | | | | | |
| Week concluding 15th January - 1 complaints received | | | | | | | | | | | | | | | | | | | |
| 1 | 14 January 2021 | 5pm | Gully Site operation | 20756 | | | 633km | Enquiry | info request re: Gully Site trial | 1 | Enquiry regarding Gully 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 | | | | | | | | | | | | | | | | | | | |
| 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 | 3 February 2021 | 1.48pm | email | DPE | | | 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 | 9 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 | | | | | | | | | | | | | | | | | | | |
| 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 | 5 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 | | | | | | | | | | | | | | | | | | | |
| Week concluding 19 March - 0 complaint received | | | | | | | | | | | | | | | | | | | |
| Week concluding 26 March - 0 complaint received | | | | | | | | | | | | | | | | | | | |
| Week concluding 01 April - 0 complaint received | | | | | | | | | | | | | | | | | | | |
| Week concluding 09 April - 1 complaint received | | | | | | | | | | | | | | | | | | | |
| 1 | 2 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 | | | | | | | | | | | | | | | | | | | |
| Week concluding 24 April - 0 complaint received | | | | | | | | | | | | | | | | | | | |
| Week concluding 30 April - 1 complaint received | | | | | | | | | | | | | | | | | | | |
| 1 | 29 April 2021 | 10.15am | Phone-in - comment | 13067 | | | Moree | Complaint | Native title | 1 | Stakeholder raised an issue regarding a cultural heritage issue in Moree -that others are working on country without knowledge or appropriate approval. IR have spoken to this stakeholder regarding the same issue previously. | IR explained that the guidelines provided for the cultural Heritage investigations and urged her to contact NTSCorp (lawyers for the NT applicant) to discuss with them. | Phone - out | 29/04/2021 | 2.32pm | IR indicated that would find out who the Representative Aboriginal Parties are and get back to her. IR have provided stakeholder this information previously. | IR CH communicated to 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 | 11 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 | 8am | Social PinPoint | 13665 | | | PALLAMALLAW | Enquiry | Flooding impacts | 1 | Stakeholder provided photos of a blocked culvert and missing ballast due to flooding. Requested better/more culverts in the area. | The culverts at Coolleearlee will be unblocked as soon as possible. The hanging rail/lack of ballast will be fixed with main construction which is expected within a few months. The existing culverts will be replaced with a larger concrete box culvert which will allow for a better flow through in flooding events. | email and Call | 14/05/2021 | 11am | | | Closed out | |
| Week concluding 21 May - 1 complaints received | | | | | | | | | | | | | | | | | | | |
| 1 | 14 April 2021 | 7pm | 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 | | | | | | | | | | | | | | | | | | | |
| Week concluding 06 June - 0 complaints received | | | | | | | | | | | | | | | | | | | |
| Week concluding 13 June - 0 complaints received | | | | | | | | | | | | | | | | | | | |
| 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 (29/12) occurred with Peter regarding options. Some of these included: hindow 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 | | | | | | | | | | | | | | | | | | | |
| Week concluding 16 July - 0 complaints received | | | | | | | | | | | | | | | | | | | |
| 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 | | | GI GI Creek | Complaint | Flooding impacts | 1 | ROAD DAMAGE GSC - GI GI 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 | | | | | | | | | | | | | | | | | | | |
| Week concluding 13 August - 0 complaint received | | | | | | | | | | | | | | | | | | | |
| Week concluding 20 August - 4 complaint received | | | | | | | | | | | | | | | | | | | |
| 1 | 17/8/2021 | 3pm | 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 | 8am | 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 | | Mardi | 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 | 7 September 2021 | 11.10am | Email to Contractor | 21749 | 37 | Croppa Moree Road | Complaint | Road damage | 1 | Stakeholder received complaints regarding damage incurred to the GI GI Creek Road between County Boundary and Oregon Road, and damage we already discussed on Crooble Road/Yamboos 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, Meetings have occurred regularly between both parties. | Closed out | |
| 2 | 2 September 2021 | 2pm | Visited Moore 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 is placed in bins. It is everyone's responsibility to keep all work sites clean. | Contractor's 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 | 17/09/21 | 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 aware that stakeholder is well known (and within IR and Transm 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 Parkes Office - | IR will wait to receive formal comms from MP's Office | Closed out | |
| Week concluding 24 September - 0 complaints received - NEW AUDIT SYSTEM - NEW COLUMNS F, Q and R added | | | | | | | | | | | | | | | | | | |
| Week concluding 1 October - 0 complaints received | | | | | | | | | | | | | | | | | | |
| Week concluding 8 October - 3 complaints received | | | | | | | | | | | | | | | | | | |
| 1 | 6th October 2021 | 5pm | Hotline | 58704 | 7525 | Palamalilawa | Complaint | Social Cost | 1 | Contractor staff driving through Palamalilawa 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 | Collearlee Creek | Complaint | Access/Survey | 2nd | Landowner has refused access to his property and roads due to survey pegs placed in Cropped Land (possibly ARIC 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/YAMBOON RD LX | Complaint | Road damage | 1 | lack of signage at closed level crossing with large hole in the road. | Contractor talked to stakeholder to confirm that traffic signage was intact installed - Contractor emailed copy of traffic management plan to Gwydir Council - Internal comms team 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 | Palamalilawa | Complaint | Social Cost | 1 | Repeat complaint and complainant: (row 92) Speeding in Palamalilawa | 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 | 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 | Closed out | |
| 2 | 27/10/2021 | 2pm | Call to contractor | 7534 | ? | 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 | Croppa Creek | Complaint | Access/Survey | 1 | Stakeholder informed contractor that the location of Survey Pegs on road alignment hazard 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 contractor pathway | | Closed out | |
| 4 | 26/10/21 | 11am | Email to contractor | 7535 | 13702 | Collearlee Creek | Complaint | Interruption to farming | 1 | Driving outside boundaries into paddock, blocked dam blocking access to paddock, overloaded telecoms, 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 stakeholders. Ongoing reviews required | Landowner meeting required w/c 6/12 | Ongoing | |
| 5 | 25/10/2021 | Noon | Call | 7537 | 12036 | Tackinbri Creek | Complaint | Unauthorized 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 | Belatta | Complaint | Interruption to harvest | 1 | Interruption to electricity on scheduled EE outage in the Belatta zone, resulting in disruption of grain/harvest operations. | Outage postponed until March-2022. | Call | 28/10/2021 | 4pm | | | Closed out | |
| 7 | 29/10/2021 | 11am | Email in | 7539 | 13702 | 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 | 2 November 2021 | 3pm | Call | 7541 | 12170 | Moree | Complaint | Native title issue safety power outage/harvest disruption | 1 | Cultural Heritage artifacts have been removed and should be displayed for tourism purposes. Stakeholder requested that the area not be removed sooner about the removal of the entrance to her property affecting sight lines as the enter the highway. She also expressed concern about the 5th Nov power outage affecting harvest. | Artifacts stored in Sydney and will be returned. | Call | | | Escalated to Cultural Heritage SME | CH spoke to stakeholder on Nov 9th - discussed her ongoing issues and provided feedback on the outcomes of our investigations and the process | Ongoing | |
| 2 | 2 November 2021 | 3pm | Call | 7542 | 38425 | Bobbilwa | Complaint | Native title | 1 | Infected stakeholder about delivery schedule and what will not be on the pad. Investigations will continue and will inform the traffic management plan. | | Email | 12/11/2021 | 3pm | | | Closed out | |
| 3 | 2 November 2021 | 11am | 12h/attended media event | 7543 | 37313 | 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 | 9 November 2021 | 3pm | F2F | 7545 | 59107 | Moree | Complaint | Covid | 1 | Moree shopkeeper asked Indigenous Transm 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 | 9 November 2021 | 11am | SMS | 7546 | 13702 | 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 laid 15/11 landowner satisfied with outcome. | | Closed out | |
| 3 | 12 November 2021 | 8am | SMS | 7548 | 7520 | 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 | 8am | Call to hotline and email | 7549 | 27906 | 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 stakeholder met on site 26/11. Further investigations are required. | | Ongoing | |
| 2 | 18 November 2021 | 7pm | email | 7550 | 59260 | Unavoidable | Crouble | Complaint | Social Cost | 1 | Speeding in Crooble, claim of trucks going 100km/h in a 60 zone. | Contractor addressed speeding in Tool box and internal briefing specifically addressing driver behaviours and community safety. | Email and Call | 02/12/2021 | 10.30am | No escalation required. | | Closed out |
| 3 | 19 November 2021 | 12noon | email to DPIE | 7551 | 59260 | Unavoidable | Moree | Complaint | Covid | 1 | Aboriginal Elder stakeholder raised concerns about contractor covid requirements for worker/pollster 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 this stage. | | Closed out |
| Week concluding 26 November - 0 complaints received | | | | | | | | | | | | | | | | | | |
| Week concluding 3 December - 0 complaints received | | | | | | | | | | | | | | | | | | |
| Week concluding 10 December - 3 complaints received | | | | | | | | | | | | | | | | | | |

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|---|------------------|--------|---------------------|------|-------|-------------|--------------|-----------|-------------------------|---|--|--|----------------------|------------|--------|--|--|------------|
| 1 | 7 December 2021 | 2pm | F2F with Contractor | 7551 | 59381 | Unavailable | North Star | Complaint | LX Safety | 1 | Raised safety concerns/light distances around Level Crossings near North Star School | Contractor to provide 'tourist' information regarding specific level crossing design and safety features. Site will involve local residents to ask if clearing vegetation would improve sight lines. Contractor met school stakeholder on 16/12. Stakeholder will promote safety messages in the school. | F2F with Contractor | 07/12/2021 | 2pm | Ir to Meet School and provide LX designs | | Ongoing |
| 2 | 7 December 2021 | 3pm | F2F with Contractor | 7552 | 12057 | Unavailable | North Star | Complaint | Social Cost | 1 | Trucks are damaging local roads | Contractor to advise stakeholder that roads would be new as they were routes 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 | 8 December 2021 | 2pm | Email to Contractor | 7554 | 58530 | Available | Crooble Rd | Complaint | Worker Behaviour | 1 | Contractor speeding in Crooble. Request for better signage | Email to inform stakeholder of measures to reduce speeding such as driver education programs | Contractor email | ##### | 5pm | | | Closed out |
| 4 | 8 December 2021 | 1pm | F2F with Contractor | 7553 | 12763 | Unavailable | 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 T&MR which would allow stock crossing at LX 922 | Meeting | 07/12/2021 | 1pm | | | |
| Week concluding 17 December - 3 complaints received | | | | | | | | | | | | | | | | | | |
| 1 | 15 December 2021 | 12noon | Email to Contractor | 7555 | 21796 | Available | 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 | | | |
| 2 | 22 December 2021 | 4pm | F2F | 7559 | 12763 | Available | Croppa Creek | Complaint | Flooding | 1 | Construction has caused new waterflows and flooding stakeholder bike track | Contractor mobilised onsite to divert waterflow to the intended channel | F2F with Contractor | 23/12/2021 | 12noon | | | Closed out |
| 3 | 24 December 2022 | 5pm | Email in | 7558 | 12796 | Available | | Complaint | Fencing | 1 | Stakeholder complaining that new fencing is not constructed fast enough (old fencing has been removed) | emailed issued to contractor seeking construction schedule. Contractor emailed stakeholder stating timing and delays due to required survey and covid | Contractor email | 18/01/2021 | 12noon | | | Ongoing |
| Week concluding 24 December - 0 complaints received | | | | | | | | | | | | | | | | | | |
| 0 | | | | | | | | | | | | | | | | | | |
| Week concluding 31 December - 0 complaints received | | | | | | | | | | | | | | | | | | |
| 0 | | | | | | | | | | | | | | | | | | |
| Week concluding 7 January - 0 complaints received | | | | | | | | | | | | | | | | | | |
| 0 | | | | | | | | | | | | | | | | | | |
| Week concluding 14 January - 0 complaints received | | | | | | | | | | | | | | | | | | |
| 0 | | | | | | | | | | | | | | | | | | |
| Week concluding 21 January - 0 complaints received | | | | | | | | | | | | | | | | | | |
| 0 | | | | | | | | | | | | | | | | | | |
| Week concluding 28 January - 1 complaints received | | | | | | | | | | | | | | | | | | |
| 1 | 25 January 2022 | 10am | Call to hotline | 7562 | 67554 | Available | Pallamallawa | Complaint | Social Cost | 1 | Contractor Ute kicked stone which damaged stakeholder car | Contractor advised internal education around driver behaviour and to contact directly if any future concerns | Call from Contractor | 25-Jan | 12noon | | | Closed out |
| | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | |
| Total Complaints since week concluding 15 January 2021 | | | | | | | | | | | | | | | | | | |
| 52 | | | | | | | | | | | | | | | | | | |
| Total open Complaints since week concluding 15 January 2021 | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | |

APPENDIX B – DOCUMENTATION ISSUED BY ER

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 (Alma Lane) |
| Location: | Alma Lane (Crooble, NSW) |
| Chainage: | CH710.2-CH710.9 |
| Program*: | Construction: January 2022 Occupation: January 2022 – December 2022 |
| Land Use: | RU1 – Primary Production (Source: Gwydir Shire Council LEP) |
| Footprint / Size: | <21,000m ² |
| Use: | Minor Ancillary Facility (Alma Lane) will be utilised for the following purposes: <ul style="list-style-type: none"> ▪ Trailer based (mobile) site office, port-o-loo and generator. ▪ Carparking for site personnel. ▪ Storage of construction plant and equipment. ▪ Topsoil Stockpiles ▪ Top and Bottom Ballast Stockpiles |
| Site Surroundings: | Minor Ancillary Facility (Alma Lane) is surrounded by: <ul style="list-style-type: none"> ▪ North: Rail Line, LX912, agricultural (cropping) land, and sparsely vegetated land. ▪ East: Rail line, agricultural (cropping) land, and sparsely vegetated land. ▪ South: Rail line, sparsely vegetated land, agricultural (cropping) land, and private storage dam. ▪ West: Sparsely vegetated land, agricultural (cropping) land, and County Boundary Rd |

| | |
|-----------------------------|---|
| | Access to Minor Ancillary Facility (Alma Lane) will be provided via Alma Lane off County Boundary Rd north of the laydown at CH710.95. |
| Site Establishment Process: | <p>The below sets out the scope of works for the proposed Minor Ancillary Facility:</p> <ul style="list-style-type: none"> ▪ The proposed footprint of the MAF will be demarcated in the field using hi-visibility flagging (or other approved method) and “No-Go Zone” signage. ▪ Topsoil will be stripped and utilised for erosion and sediment controls. The topsoil stockpiled / windrowed will be hand seeded. ▪ Establishment of the site’s erosion and sediment controls will be progressively installed in accordance with the site’s Progressive Erosion and Sediment Control Plan. ▪ Mobilisation of site facilities: The trailer based (caravan-style) site office, port-o-loo and generator will be mobilised to site. ▪ The site compound will be assessed in the field for visual impact to neighbouring sensitive receivers. If the visual impact is deemed moderate or high, ATF style fencing and screening will be installed. <p>NOTE: No bulk earthworks are required for the establishment of MAF (Alma Lane).</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 (Alma Lane) 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 (Alma Lane) 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 (Alma Lane).</p> |
| At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b)(ii)) | Y | <p>The proposed MAF (Alma Lane) is located approximately 560 m South-West of an ephemeral waterway.</p> <p>The proposed MAF (Alma Lane) site lies outside the area impacted by the existing 5% AEP local (blue highlighted in Appendix A).</p> |
| Not within areas identified as threatened communities or species habitats beyond those already approved under the terms of the project approval (CoA A21(b)(iii)) | Y | <p>Approximately <21,000m² (~100%) of the proposed MAF (Alma Lane) site is mapped as:</p> <ul style="list-style-type: none"> - <i>Zone 0 – Cleared/Non-native Vegetation.</i> <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 (Alma Lane) will not result in significant impacts to existing gas, electrical, water or communications utilities. |

| Criteria | Compliant (Y) Yes (N) No | Comments |
|--|--------------------------------|---|
| 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 (Alma Lane) site.</p> <p>Highlighted in Appendix 2 Cultural Heritage, yellow indicates a desktop survey has occurred and cultural heritage is deemed to be cleared.</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 (Alma Lane) will be provided via Alma Lane off County Boundary Rd north of the laydown at CH710.95. |
| Relatively flat land | Y | Minor Ancillary Facility (Alma Lane) 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 (Alma Lane) will generate minor waste volumes. These waste streams will generally consist of the following:</p> <ul style="list-style-type: none"> ▪ Wastewater ▪ Wastepaper / cardboard ▪ Rubbish and debris ▪ Food waste <p>The volumes of waste generated will be reduced and reuse will be maximised by implementing the mitigation measures detailed in Section 2 below.</p> <p>Flooding risk has been addressed above.</p> |
| No impacts on biodiversity, soil and water, and heritage items beyond those already approved under SSI 7474 approval (CoA A21(b)(iii)) | Y | The environmental impacts associated with the establishment and operation of Minor Ancillary Facility (Alma Lane) are considered minor and consistent with those impacts approved under SSI 7474. |
| Boundary screening around all facilities adjacent to and visible from sensitive receivers for the duration of use of the ancillary facility unless otherwise agreed with the relevant council and affected residents, business operators or landowners (COA A22) | Y | Minor Ancillary Facility (Alma Lane) will be assessed for visual impact from any surrounding sensitive receivers. Screening will be applied where the MAF site represents a moderate to high visual impact. |

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

2. Mitigation Measures

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

- Dust and associated impacts to air quality resulting from access and use; and
- Noise impacts to surrounding sensitive receivers.

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


Table 3: Minor Ancillary Facility – Mitigation Measures

| | Measure/Requirement | Responsibility | Timing/frequency |
|----|--|---|------------------|
| 1) | Site inductions will include the following specific components for biodiversity, noise, dust, surface water, erosion & sediment control management: <ul style="list-style-type: none"> • Awareness of General Environmental Duty and Duty to Notify, (legislative obligations) • The requirement for erosion and sediment control devices to be implemented and maintained in accordance with the Erosion & Sediment Control Plan • Waste Management • The mapped, native vegetation occurring within and adjacent the site and the significance of the TEC. • The No-Go Zones for the MAF, incl. the significance of this control and the environmental constraints it's protecting i.e. mapped TEC, threatened species, etc. • Hours of operation. • General noise related mitigation measures. | Environmental Manager | Pre-construction |
| 2) | Progressive Erosion and Sediment Control Plans (PESCPs) will be developed by Trans4m Rail Environmental Coordinators and reviewed by a CPESC throughout the site establishment phase. | Environmental Manager | Pre-construction |
| 3) | Controls must be in place to prevent tracking dirt and mud onto roads. | Construction Supervisor | Construction |
| 4) | Spoil, mud or the like spilt onto sealed roads to be removed within 24hrs through use of a street sweeper or other means. | Construction Supervisor | Construction |
| 5) | Mobile plant and vehicles, including deliveries must use designated travel routes, site access routes, site access tracks and lay down areas. | Construction Supervisor | Construction |
| 6) | Any activities requiring the discharge of construction water off site will be undertaken in accordance with the PESCP. | All personnel / Environmental Manager | Construction |
| 7) | Slashing limits (incl. vegetation to be retained) must be clearly identified and physically demarcated on-site. Slashing, clearing or other ground disturbance activities must not occur outside these areas unless otherwise approved in writing by the Environment Manager, or suitable delegate. | Construction Supervisor | Construction |
| 8) | Groundcover to be re-established as soon as practicable to prevent erosion during construction. | Construction Supervisor | Construction |
| 9) | In the event that an area or item of heritage significance, threatened species, contaminated material or asbestos containing materials (ACM) are discovered or suspected on-site, then all works affecting the find must cease immediately, the area secured and relevant Trans4m Rail's Unexpected Finds Procedure / Protocol will be implemented. Trans4m Rail's Environmental Manager (or delegate), ARTC and the Project Environmental Representative must be immediately | All personnel / Construction Supervisor | Construction |

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

3. Certification

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

Signed: 

Name: Maggie Wilton

Position: Environment & Sustainability Admin Assistant

Date: 27/01/2022

Reviewed by: Luke Trickett

Signed: 

Position: Trans4m Rail Environmental Advisor

Date: 27/01/2022

Signed: 

Name: Steve Fermio

Position: Environmental Representative

Date: 1/2/22

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

Appendix B: Site Location (Co-ordinates)

| | |
|----------|---------------------------------------|
| 1 | Lat: 29.31838° S Lon: 150.22296° E |
| 2 | Lat: 29.31849° S Lon: 150.22324° E |
| 3 | Lat: 29.32409° S Lon: 150.21991° E |
| 4 | Lat: 29.32398° S Lon: 150.21963° E |

Appendix C: Noise Estimator

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 (Ten Mile Creek) |
| Location: | Ten Mile Creek (Edgeroi, NSW) |
| Chainage: | CH 600.4 |
| Program*: | Construction: November 2021 Occupation: November 2021 – December 2022 |
| Land Use: | RU1 – Primary Production (Source: Narrabri Shire Council LEP) |
| Footprint / Size: | <2,100m ² |
| Use: | Minor Ancillary Facility (Ten Mile Creek) will be utilised for the following purposes: <ul style="list-style-type: none"> ▪ Trailer based (mobile) site office, port-o-loo and generator. ▪ Carparking for site personnel. ▪ Storage of construction plant and equipment. ▪ Topsoil Stockpiles |
| Site Surroundings: | Minor Ancillary Facility (Ten Mile Creek) is surrounded by: <ul style="list-style-type: none"> ▪ North: BR 02, Ten Mile creek, Rail Line, and sparsely vegetated land. ▪ East: Sparsely vegetated land, Rail line, Newell HWY, and Agricultural (cropping) land. ▪ South: Rail Line, and agricultural (cropping) land. ▪ West: Agricultural (cropping) land. <p>Access to Minor Ancillary Facility (Ten Mile Creek) will be provided directly along the alignment from the Newell Highway, from Chainage 600.100.</p> |

| | |
|-----------------------------|--|
| Site Establishment Process: | <p>The below sets out the scope of works for the proposed Minor Ancillary Facility:</p> <ul style="list-style-type: none"> ▪ The proposed footprint of the MAF will be demarcated in the field using hi-visibility flagging (or other approved method) and “No-Go Zone” signage. ▪ Topsoil will be stripped and utilised for erosion and sediment controls. The topsoil stockpiled / windrowed will be hand seeded. ▪ Establishment of the site’s erosion and sediment controls will be progressively installed in accordance with the site’s Progressive Erosion and Sediment Control Plan. ▪ Mobilisation of site facilities: The trailer based (caravan-style) site office, port-o-loo and generator will be mobilised to site. ▪ The site compound will be assessed in the field for visual impact to neighbouring sensitive receivers. If the visual impact is deemed moderate or high, ATF style fencing and screening will be installed. <p>NOTE: No bulk earthworks are required for the establishment of MAF (Ten Mile Creek).</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 (Ten Mile Creek) 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>A sensitive (residential) receiver was identified within 1km of the proposed MAF (Ten Mile Creek) site.</p> <p><i>562.08m West of NNS_Rx0760</i></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 (Ten Mile Creek).</p> |
| At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b)(ii)) | Y | <p>The proposed MAF (Ten Mile Creek) is located approximately 50 m south of Ten Mile Creek and approximately 246 m west of a private (NNS_Rx0760) storage dam.</p> <p>The proposed MAF (Ten Mile Creek) 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 the terms of the project approval (CoA A21(b)(iii)) | Y | <p>Approximately <2,100m² (100%) of the proposed MAF (Ten Mile Creek) site is mapped as</p> <ul style="list-style-type: none"> - <i>Zone 0 – Cleared/Non-native Vegetation.</i> <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> |

| Criteria | Compliant (Y) Yes (N) No | Comments |
|--|--------------------------------|---|
| No significant impacts to utilities, primarily gas and electricity | Y | The establishment and operation of MAF (Ten Mile Creek) 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 areas or items of Aboriginal or non-Aboriginal significance have been identified within the area impacted by the proposed MAF (Ten Mile Creek) site. <i>The 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 | Safe access to MAF (Ten Mile Creek) site will be provided via existing access track off the Newell Highway at approx. CH600.100. A transport for NSW (TfNSW) approved Road Occupancy Licence (ROL) will be put in place for the use of this access point from the Newell Highway (CH600.100). This ROL will be maintained whilst this access point is being utilised for the project. This access will be provided in accordance with T4MR Traffic Management Plan and the most recent Traffic Control Plan (TCP) for this area. The current TCP for access off the Newell Highway is attached in Appendix D. Please note, this may be subject to updates as works progress. |
| Relatively flat land | Y | Minor Ancillary Facility (Ten Mile Creek) 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 (Ten Mile Creek) will generate minor waste volumes. These waste streams will generally consist of the following: <ul style="list-style-type: none"> Wastewater Wastepaper / cardboard Rubbish and debris Food waste The volumes of waste generated will be reduced and reuse will be maximised by implementing the mitigation measures detailed in Section 2 below. Flooding risk has been addressed above. |
| 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 (Ten Mile Creek) 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 (Ten Mile Creek) 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 (Ten Mile Creek) include:

- Dust and associated impacts to air quality resulting from access and use; and
- Noise impacts to surrounding sensitive receivers.

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

Table 3: Minor Ancillary Facility – Mitigation Measures


| | Measure/Requirement | Responsibility | Timing/frequency |
|----|--|---------------------------------------|------------------|
| 1) | Site inductions will include the following specific components for biodiversity, noise, dust, surface water, erosion & sediment control management: <ul style="list-style-type: none"> • Awareness of General Environmental Duty and Duty to Notify, (legislative obligations) • The requirement for erosion and sediment control devices to be implemented and maintained in accordance with the Erosion & Sediment Control Plan • Waste Management • The mapped, native vegetation occurring within and adjacent the site and the significance of the TEC. • The No-Go Zones for the MAF, incl. the significance of this control and the environmental constraints it's protecting i.e. mapped TEC, threatened species, etc. • Hours of operation. • General noise related mitigation measures. | Environmental Manager | Pre-construction |
| 2) | Progressive Erosion and Sediment Control Plans (PESCPs) will be developed by Trans4m Rail Environmental Coordinators and reviewed by a CPESC throughout the site establishment phase. | Environmental Manager | Pre-construction |
| 3) | Controls must be in place to prevent tracking dirt and mud onto roads. | Construction Supervisor | Construction |
| 4) | Spoil, mud or the like spilt onto sealed roads to be removed within 24hrs through use of a street sweeper or other means. | Construction Supervisor | Construction |
| 5) | Mobile plant and vehicles, including deliveries must use designated travel routes, site access routes, site access tracks and lay down areas. | Construction Supervisor | Construction |
| 6) | Any activities requiring the discharge of construction water off site will be undertaken in accordance with the PESCP. | All personnel / Environmental Manager | Construction |
| 7) | Slashing limits (incl. vegetation to be retained) must be clearly identified and physically demarcated on-site. Slashing, clearing or other ground disturbance activities must not occur outside these areas unless otherwise approved in writing by the Environment Manager, or suitable delegate. | Construction Supervisor | Construction |

| | Measure/Requirement | Responsibility | Timing/ frequency |
|-----|---|--|----------------------|
| 8) | Groundcover to be re-established as soon as practicable to prevent erosion during construction. | Construction Supervisor | Construction |
| 9) | In the event that an area or item of heritage significance, threatened species, contaminated material or asbestos containing materials (ACM) are discovered or suspected on-site, then all works affecting the find must cease immediately, the area secured and relevant Trans4m Rail's Unexpected Finds Procedure / Protocol will be implemented. Trans4m Rail's Environmental Manager (or delegate), ARTC and the Project Environmental Representative must be immediately notified of any unexpected finds. Other stakeholders (e.g. NSW EPA, OEH, DPIE, WaterNSW, Council, local landholders, etc) may also be notified depending on the nature and scale of the unexpected find. | All personnel / Construction Supervisor | Construction |
| 10) | Any spills or leaks of chemicals, fuels, oils, effluent or any other hazardous substance that occurs during site establishment must be managed and reported in accordance with Trans4m Rail's Environmental Incident Response and Reporting Procedure. | All personnel / Construction Supervisor | Construction |
| 11) | Refuelling activities must always be closely supervised. Plant and equipment being refuelled must not be left unattended for any period of time. | All personnel / Construction Supervisor | Construction |
| 12) | The land on which ancillary facilities, laydowns areas, access tracks and all other temporary works are located shall be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner. | Construction Supervisor | Construction |
| 13) | Weather forecast will be reviewed daily (via http://www.bom.gov.au/) and additional measures implemented where unfavourable weather conditions (i.e. hot, dry weather, high wind speed (>10m/s)) are anticipated. Measures to be implemented during unfavourable weather conditions may include a reduction of speed, a modified construction methodology, alternative plant and equipment, altering the scheduled works or program for the day, additional water carts or ceasing dust generating activities until conditions are more favourable. | Environmental Manager / Construction Supervisor | Construction |
| 14) | The following dust control measures will be utilised to suppress dust being generated from access roads, laydown areas, ancillary facilities and all other exposed surfaces; water application via watercarts and alternative means (i.e. sprinklers, hoses), sealing or stabilisation of highly trafficked areas, dust screens, application of geofabric or jute mat or the application of soil binding agents. The frequency of use will be modified depending on the prevailing wind and weather conditions. | Construction Supervisor | Construction |
| 15) | Exhaust systems of construction plant, vehicles and machinery will be maintained in accordance with manufacturer's specifications to ensure that emissions do not exceed EPA regulations. Periodic visual checks will be undertaken daily. | Construction Supervisor | Construction |
| 16) | Waste will be segregated and collected on a regular basis to ensure odours associated with waste do not become an issue to surrounding sensitive receivers. All waste will be collected and disposed of at a licensed facility. | All personnel | Construction |
| 17) | All works will be undertaken in accordance with the standard construction hours detailed in Condition of Approval E1. | Construction Supervisor | Construction |
| 18) | Notification undertaken during construction would inform relevant stakeholders of the work locations and timing, and the potential for noise impacts. | Community Engagement Team | Construction |

| | Measure/Requirement | Responsibility | Timing/ frequency |
|-----|---|--|----------------------|
| 19) | Boundary screening will be erected if a site inspection determines that the MAF could significantly impact sensitive receivers. | Environment Manager / Construction Supervisor | Construction |

3. Certification

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

Signed: 


Name: Georgia Pianko

Position: Trans4m Rail Jnr Environmental Advisor

Date: 24/11/2022

Reviewed by: Luke Trickett

Position: Environmental Advisor

Signed: 

Date: 20/01/2022

Signed:



Name: Steve Fermio

Position: Environmental Representative

Date: 31 / 01 /2022

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

Appendix B: Site Location (Co-ordinates)

| | |
|----------|---------------------------------------|
| 1 | Lat: 30.05393° S Lon: 149.78842° E |
| 2 | Lat: 30.05389° S Lon: 149.78898° E |
| 3 | Lat: 30.05429° S Lon: 149.78903° E |
| 4 | Lat: 30.05434° S Lon: 149.78849° E |

Appendix C: Noise Estimator

Appendix D: Traffic Control Plans

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 (Yamboon) |
| Location: | Yamboon (Crooble, NSW) |
| Chainage: | CH 720.2 - CH 720.4 |
| Program*: | Construction: January 2022 Occupation: January 2022 - December 2022 |
| Land Use: | RU1 – Primary Production (Source: Gwydir Shire Council LEP) |
| Footprint / Size: | <31,000m ² |
| Use: | Minor Ancillary Facility (Yamboon) will be utilised for the following purposes: <ul style="list-style-type: none"> ▪ Top Ballast stockpile (20,000 t) ▪ Bottom Ballast stockpile (20,000t) ▪ Trailer based (mobile) site office, port-o-loo and generator. ▪ Carparking for site personnel. |
| Site Surroundings: | Minor Ancillary Facility (Yamboon) is surrounded by: <ul style="list-style-type: none"> ▪ North: Rail line, Culverts, ephemeral waterway, Yamboon, and agricultural (cropping) land. ▪ East: Sparsely vegetated land, agricultural (cropping) land. ▪ South: Rail line, culverts, sparsely vegetated land, agricultural (cropping) land. ▪ West: Rail line, sparsely vegetated land, agricultural (cropping) land. <p>Access to Minor Ancillary Facility (Yamboon) will be provided directly along the alignment from chainage 717.000.</p> |

| | |
|------------------------------------|---|
| Site Establishment Process: | <p>The below sets out the scope of works for the proposed Minor Ancillary Facility:</p> <ul style="list-style-type: none"> ▪ The proposed footprint of the MAF will be demarcated in the field using hi-visibility flagging (or other approved method) and “No-Go Zone” signage. ▪ Topsoil will be stripped and utilised for erosion and sediment controls. The topsoil stockpiled / windrowed will be hand seeded. ▪ Establishment of the site's erosion and sediment controls will be progressively installed in accordance with the site's Progressive Erosion and Sediment Control Plan. ▪ Mobilisation of site facilities: The trailer based (caravan-style) site office, port-o-loo and generator will be mobilised to site. ▪ The site compound will be assessed in the field for visual impact to neighbouring sensitive receivers. If the visual impact is deemed moderate or high, ATF style fencing and screening will be installed. <p>NOTE: No bulk earthworks are required for the establishment of MAF (Yamboon).</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 (Yamboon) 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 receivers have been identified within 1km of the MAF (Yamboon) 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 (Yamboon).</p> |
| At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b)(ii)) | Y | <p>The proposed MAF (Yamboon) is located approximately 526m south of a ephemeral waterway.</p> <p>The proposed MAF (Yamboon) site is within the area impacted by the existing 5% AEP local (blue highlighted in Appendix A).</p> <p>Weather conditions are monitored daily, with the prediction of flooding events, all stockpile materials will be removed and placed within the CIZ outside of the flood extent zones.</p> |
| Not within areas identified as threatened communities or species habitats beyond those already approved under the terms of the project approval (CoA A21(b)(iii)) | Y | <p>Approximately <31,000m² (100%) of the proposed MAF (Yamboon) site is mapped as</p> <ul style="list-style-type: none"> - <i>Zone 0 – Cleared/Non-native Vegetation.</i> <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> |

| Criteria | Compliant (Y) Yes (N) No | Comments |
|--|--------------------------------|--|
| No significant impacts to utilities, primarily gas and electricity | Y | The establishment and operation of MAF (Yamboon) 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 areas or items of Aboriginal or non-Aboriginal significance have been identified within the area impacted by the proposed MAF (Yamboon) site. <i>The 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 (Yamboon) will be provided directly from the alignment at Chainage 717.000 from Gil Gil Creek Road. |
| Relatively flat land | Y | Minor Ancillary Facility (Yamboon) 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 (Yamboon) will generate minor waste volumes. These waste streams will generally consist of the following: <ul style="list-style-type: none"> Wastewater Wastepaper / cardboard Rubbish and debris Food waste <p>The volumes of waste generated will be reduced and reuse will be maximised by implementing the mitigation measures detailed in Section 2 below.</p> <p>Flooding risk has been addressed above.</p> |
| No impacts on biodiversity, soil and water, and heritage items beyond those already approved under SSI 7474 approval (CoA A21(b)(iii)) | Y | The environmental impacts associated with the establishment and operation of Minor Ancillary Facility (Yamboon) are considered minor and consistent with those impacts approved under SSI 7474. |
| Boundary screening around all facilities adjacent to and visible from sensitive receivers for the duration of use of the ancillary facility unless otherwise agreed with the relevant council and affected residents, business operators or landowners (COA A22) | Y | Minor Ancillary Facility (Yamboon) will be assessed for visual impact from any surrounding sensitive receivers. Screening will be applied where the MAF site represents a moderate to high visual impact. |

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

2. Mitigation Measures

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

- Dust and associated impacts to air quality resulting from access and use; and
- Noise impacts to surrounding sensitive receivers.

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

Table 3: Minor Ancillary Facility – Mitigation Measures

| | Measure/Requirement | Responsibility | Timing/frequency |
|----|--|---|------------------|
| 1) | Site inductions will include the following specific components for biodiversity, noise, dust, surface water, erosion & sediment control management: <ul style="list-style-type: none"> • Awareness of General Environmental Duty and Duty to Notify, (legislative obligations) • The requirement for erosion and sediment control devices to be implemented and maintained in accordance with the Erosion & Sediment Control Plan • Waste Management • The mapped, native vegetation occurring within and adjacent the site and the significance of the TEC. • The No-Go Zones for the MAF, incl. the significance of this control and the environmental constraints it's protecting i.e. mapped TEC, threatened species, etc. • Hours of operation. • General noise related mitigation measures. | Environmental Manager | Pre-construction |
| 2) | Progressive Erosion and Sediment Control Plans (PESCPs) will be developed by Trans4m Rail Environmental Coordinators and reviewed by a CPESC throughout the site establishment phase. | Environmental Manager | Pre-construction |
| 3) | Controls must be in place to prevent tracking dirt and mud onto roads. | Construction Supervisor | Construction |
| 4) | Spoil, mud or the like spilt onto sealed roads to be removed within 24hrs through use of a street sweeper or other means. | Construction Supervisor | Construction |
| 5) | Mobile plant and vehicles, including deliveries must use designated travel routes, site access routes, site access tracks and lay down areas. | Construction Supervisor | Construction |
| 6) | Any activities requiring the discharge of construction water off site will be undertaken in accordance with the PESCP. | All personnel / Environmental Manager | Construction |
| 7) | Slashing limits (incl. vegetation to be retained) must be clearly identified and physically demarcated on-site. Slashing, clearing or other ground disturbance activities must not occur outside these areas unless otherwise approved in writing by the Environment Manager, or suitable delegate. | Construction Supervisor | Construction |
| 8) | Groundcover to be re-established as soon as practicable to prevent erosion during construction. | Construction Supervisor | Construction |
| 9) | In the event that an area or item of heritage significance, threatened species, contaminated material or asbestos containing materials (ACM) are discovered or suspected on-site, then all works affecting the find must cease immediately, the area secured and relevant Trans4m Rail's Unexpected Finds Procedure / Protocol will be implemented. Trans4m Rail's Environmental Manager (or delegate), ARTC and the Project Environmental Representative must be immediately | All personnel / Construction Supervisor | Construction |

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

3. Certification

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

Signed: *GPianko*

Name: Georgia Pianko

Position: Trans4m Rail Jnr Environmental Advisor

Date: 17/01/2022

Reviewed By:

Position: Luke Trickett

Signed: *LTrickett*

Date: 20/01/2022

Signed: *Steve*

Name: Steve Fermio

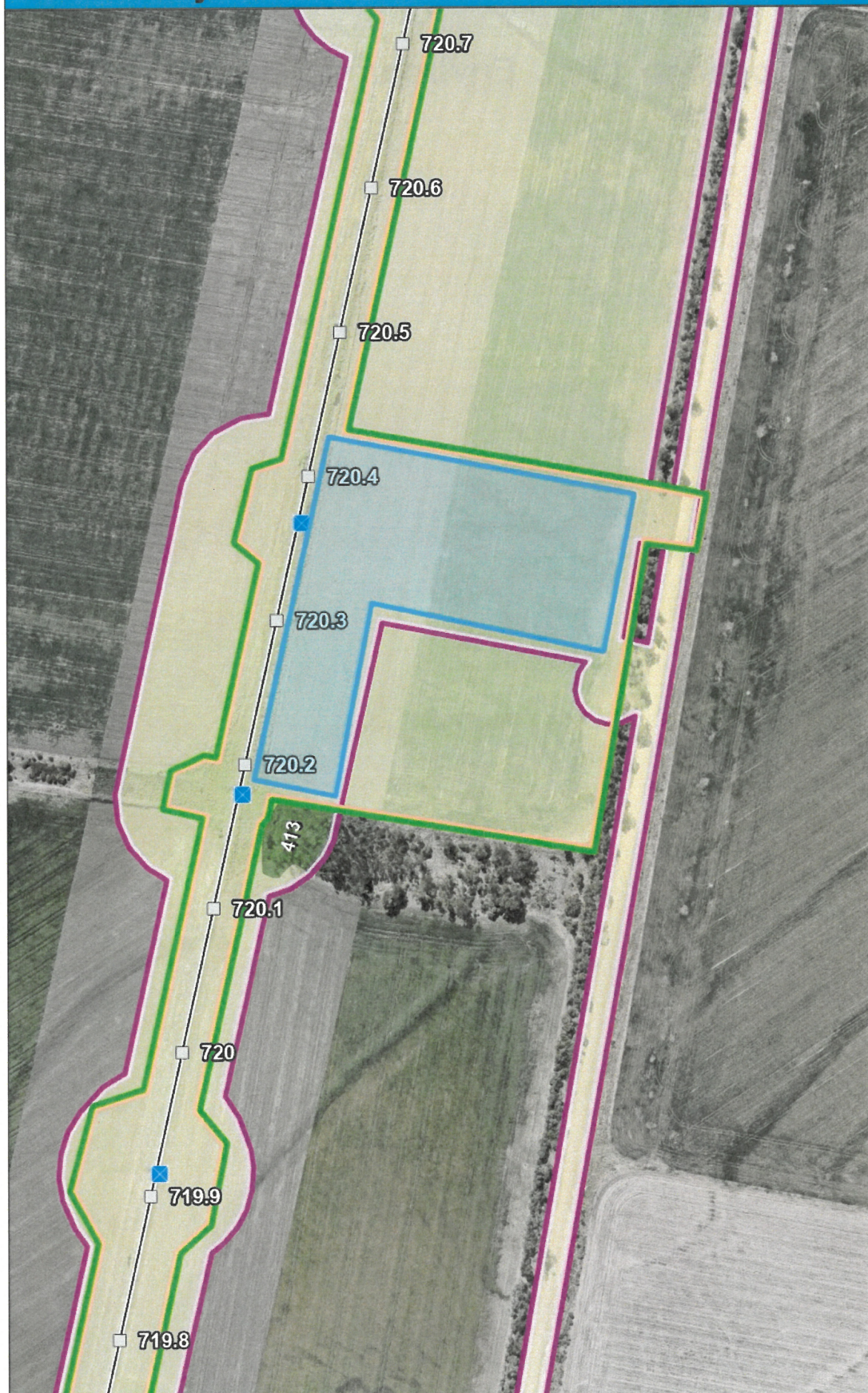
Position: Environmental Representative

Date: 25/01/2022

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

MAF (Yamboon) - Biodiversity

INTERNAL USE ONLY



Legend

- World Boundaries and Places
- CIZ (20210909)
- CIZ (SPIR)
- 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 P Brigalow Belt South Bioregion-Moderate - Good
 - Zone - 2 - PCT-35 BVT-BR120, NA forest / woodland on alluvial often c Scrub to Goondiwindi, Brigalow Be -Moderate - Good
 - Zone - 3 - PCT-39 BVT-BR130, NA Coobah - Lignum woodland wetland floodplains mainly in the Darling R Bioregion-Moderate - Good
 - Zone - 4 - PCT-52 BVT-BR191, NA Bluegrass +/- Mitchell Grass grass floodplains and alluvial plains main Darling Riverine Plains Bioregion-Moderate - Good
 - Zone - 5 - PCT-56 BVT-BR186, NA woodland on clay-loam soils on all NSW-Moderate - Good
 - Zone - 6 - PCT-56 BVT-BR186, NA woodland on clay-loam soils on all NSW-Derived Native Grasslands
 - Zone - 7 - PCT-71 BVT-BR127, NA Cypress Pine - River Red Gum - bl sandy loam alluvial and aeolian soi Belt South Bioregion and Darling R Bioregion-Moderate - Good
 - Zone - 8 - PCT-78 BVT-BR196, NA riparian tall woodland / open forest Bioregion and Brigalow Belt South Good
 - Zone - 9 - PCT-135 BVT-BR284, N Rosewood low open tall shrubland outwash areas in the Brigalow Belt - Good

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0 0.06 0.1 Kilometers

Scale: 1: 4,514

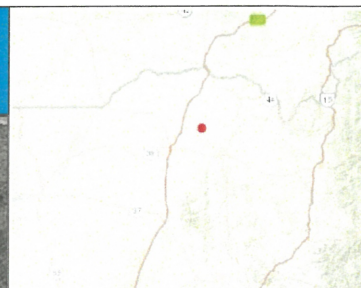
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Notes:

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.

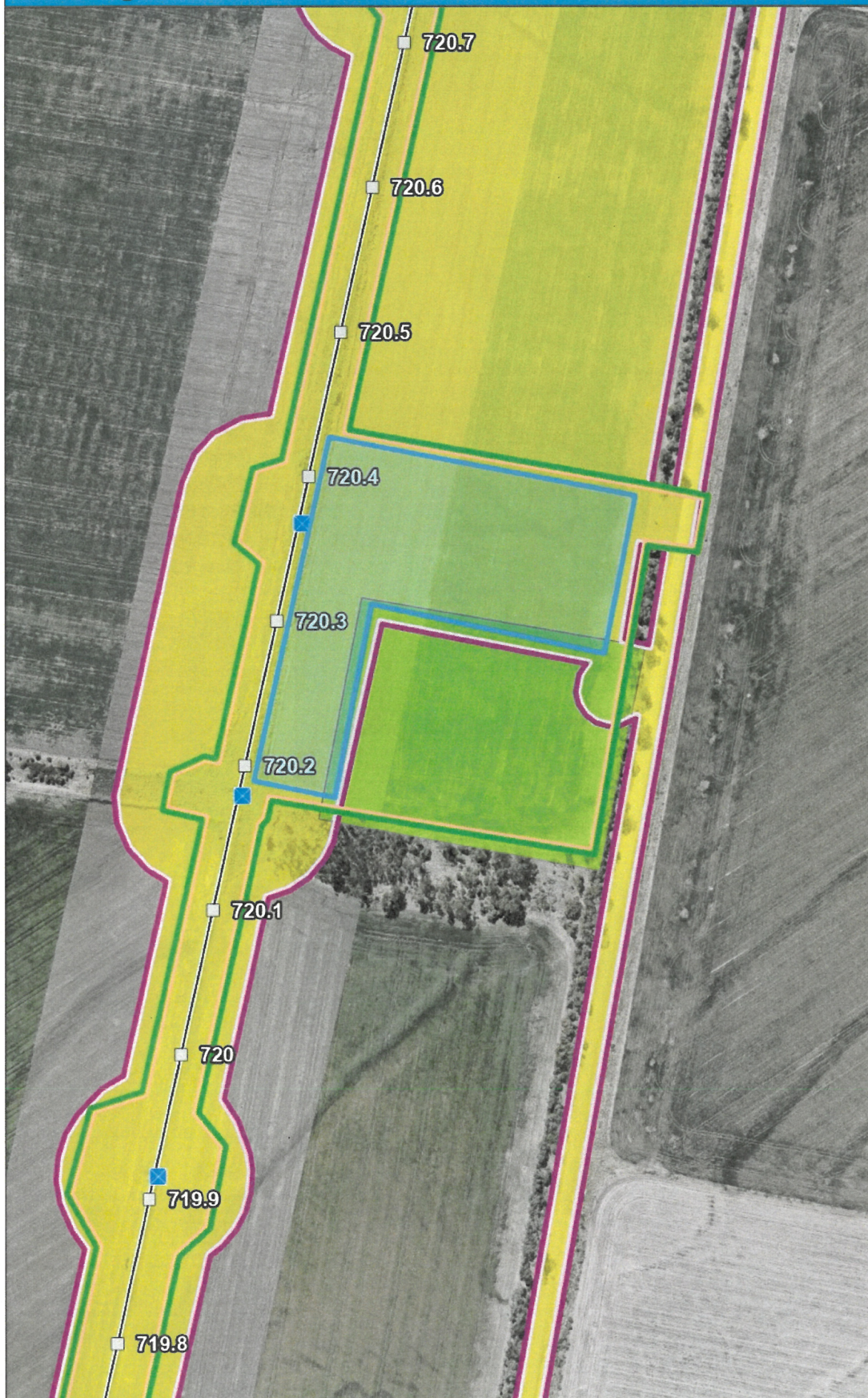
INLAND RAIL **ARTC**

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Legend

- World Boundaries and Places
 - CIZ (20210909)
 - CIZ (SPIR)
- Bridges
- Level Crossings
 - Public
 - Private
 - Pedestrian
- Culverts
- Chainage
- Rail Alignment
- Cultural Heritage - Manageme (20210611)
 - Green
 - Green - Beyond SPIR*
 - Red
 - Red - Beyond SPIR C*
 - Yellow
- ARTC Network
- Other Railways



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0 0.06 0.1 Kilometers

Scale: 1: 4,514

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes:

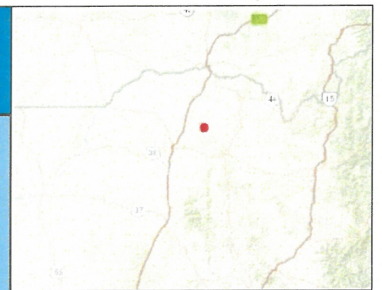
Note: ARTC web applications use the Web Mercator (EPSG:3857) coordinate system. This modified Mercator projection maximises system performance, but at the expense of distortion and accuracy. As such, all measurements carried out in these applications are to be regarded as approximate.

INLAND RAIL **ARTC**

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MAF (Yamboon) - Flood Extent

INTERNAL USE ONLY



Legend

World Boundaries and Places

CIZ (20210909)

CIZ (SPIR)

Bridges

Level Crossings

Public

Private

Pedestrian

Culverts

Chainage

Rail Alignment

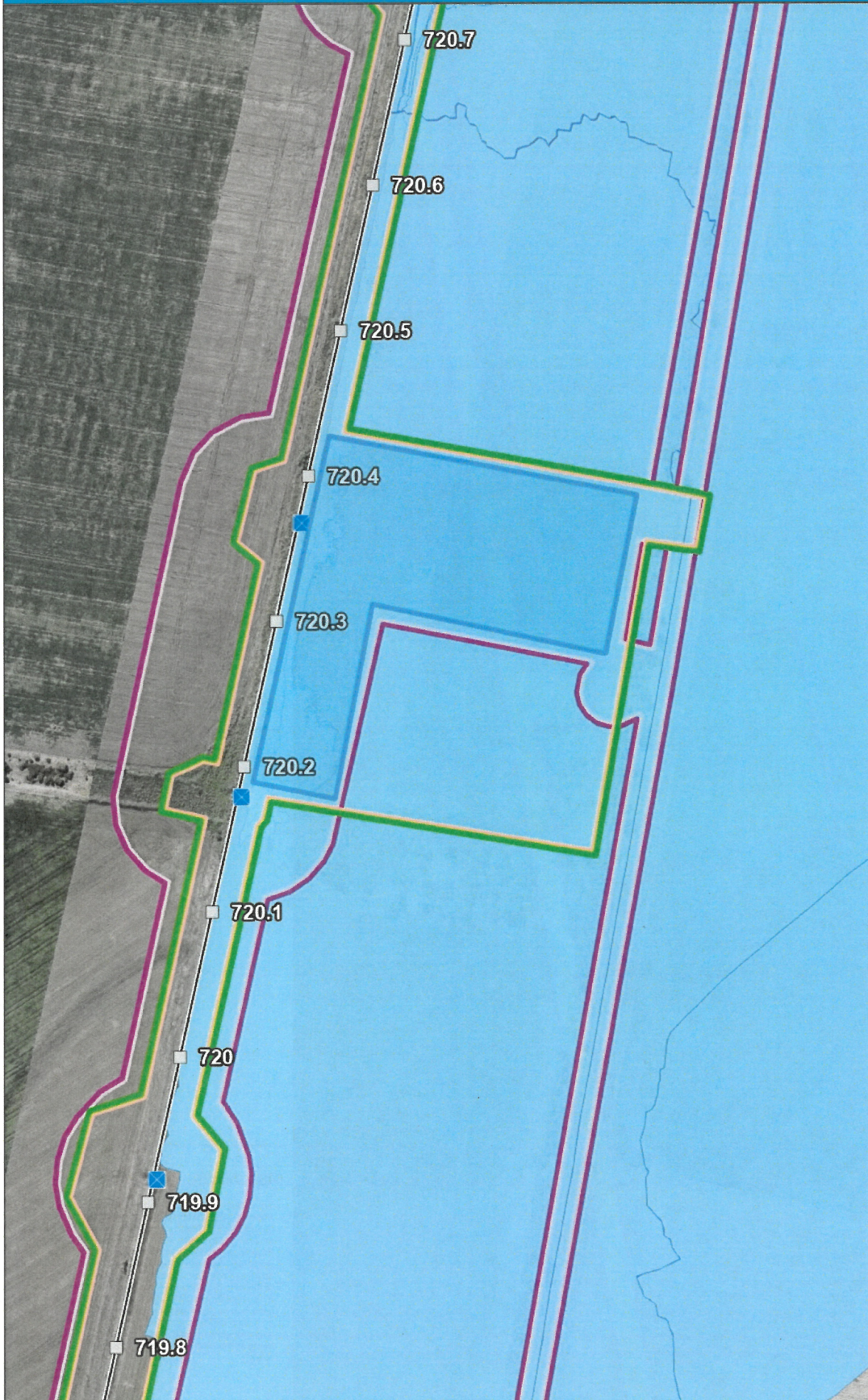
Flood Extents

ARTC Network

Other Railways

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0 0.06 0.1 Kilometers

Scale: 1: 4,514

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.

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MAF (Yamboon)- Residential Receiver

INTERNAL USE ONLY



Legend

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

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0 0.23 0.5 Km

Scale: 1: 18,056

Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

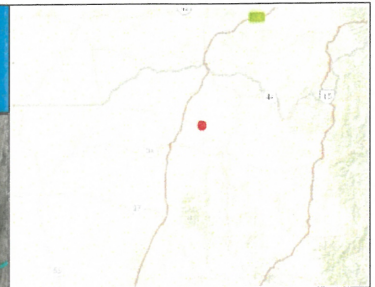
Notes:

INLAND RAIL ARTC

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

MAF(Yamboon)- Waterways

INTERNAL USE ONLY



Legend

World Boundaries and Places

CIZ (20210909)

CIZ (SPIR)

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

Total: 526.81 m

526.81 m

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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.

INLAND RAIL **ARTC**

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Appendix B: Site Location (Co-ordinates)

| | |
|---|---------------------------------------|
| 1 | Lat: 29.24079° S Lon: 150.26386° E |
| 2 | Lat: 29.24109° S Lon: 150.26587° E |
| 3 | Lat: 29.24283° S Lon: 150.26330° E |
| 4 | Lat: 29.24182° S Lon: 150.26417° E |

Minor Ancillary Facility Assessment

Introduction

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

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

- (a) are located within the construction boundary; and
- (b) have been assessed by the ER to have –
 - i. low amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the interim Construction Noise Guideline (DECC, 2009), traffic and access impacts, dust and odour impacts and visual (including light) impacts, and
 - ii. Low environmental impact with respect to waste management and flooding, and
 - iii. No impacts on biodiversity on biodiversity, soil and water and heritage items beyond those already approved under the other terms of this approval.

To assess the proposed facility complete Part A. Minor Ancillary Facility Rapid Assessment and proceed to Part B. Minor Ancillary Facility Checklist where prompted by the notes. If not, forward the Rapid Assessment to the T4MR Environment Manager for approval.

Table 1: Minor Ancillary Facility – Site Description

| | |
|--------------------|---|
| Site Name: | Minor Ancillary Facility – North Star |
| Location: | Cnr I.B. Bore Rd and Edward St, North Star (NSW) |
| Chainage: | CH758.300 – CHCH758.600 |
| Program*: | Establish: Jan 2022 Operation: Jan 2022 – June 2022 |
| Land Use: | Within ARTC rail alignment. |
| Footprint / Size: | <2Ha |
| Use: | The Minor Ancillary Facility (North Star) will be utilised for the following: <ul style="list-style-type: none"> - Mobile site office (Caravan) + port-o-loo - Carparking for site personnel - Storage of construction plant and equipment - Lime storage (up to 8 trucks / day) - Ballast Stockpiling |
| Site Surroundings: | The proposed Minor Ancillary Facility (North Star) is surrounded by the following: <ul style="list-style-type: none"> North: Vacant land, township of North Star, agricultural land and GrainCorp loading facilities. East: Rail alignment, vacant land, Edward Street and the township of North Star. South: I. B. Bore Rd and agricultural land West: Agricultural Land |

| | |
|-----------------------------|--|
| Site Establishment Process: | <p>The below sets out the scope of works for the proposed Minor Ancillary Facility (North Star):</p> <ul style="list-style-type: none"> ▪ The proposed footprint of the MAF will be demarcated in the field using hi-visibility flagging (or other approved method) and “No-Go Zone” signage. ▪ Water-filled (or concrete) barriers and anti-gawking screens (solid) will be installed along the eastern perimeter of the site to; (a) provide screening to improve the impact to visual amenity to the adjacent sensitive receivers and to (b) reduce the noise impact to sensitive receivers. The combined water-filled barriers and anti-gawking screens stand approximately 2m high and the approximate location is shown in Appendix A. ▪ Establishment of the site’s erosion and sediment controls will be installed in accordance with the site’s Progressive Erosion and Sediment Control Plan. ▪ Preparation of the hardstand area by: (1) stripping of topsoil and stockpiling for re-use during rehabilitation of the site (2) preparation of the pad via the following method: <ul style="list-style-type: none"> ○ Quicklime applied, spread, pulverised and cured to a depth of up to 200mm; OR ○ Placement and compaction of a layer of 200mm thick capping layer of imported gravel. ▪ Mobilisation of site facilities i.e. the trailer based (caravan-style) site office, portoloo, etc will be mobilised to site. <p>The establishment of the pad will take approx. 2 weeks to complete.</p> |
|-----------------------------|--|

*NOTE: Subject to weather and unexpected site conditions

Part A. Minor Ancillary Facility Rapid Assessment

| Criteria | Yes | No | Notes |
|--|-----|----|---|
| 1. Does the proposed facility consist only of a mobile site office (caravan style), a port-o-loo and / or a carpark? | | | If yes, proceed to Q2. If no, proceed to Part B. |
| 2. Are earthworks, ground disturbance or pad construction required specifically to establish the facility? | | | If yes, proceed to Part B. If no, proceed to Q3. |
| 3. Is the proposed facility located entirely within the SPIR Construction Impact Zone (CIZ)? | | | If yes, proceed to Q4. If no, seek advice from the Environment Team. |
| 4. Is the proposed facility located within 150m of a sensitive receiver? | | | If yes, proceed to Part B. If no, proceed to Q5. |
| 5. Is the proposed facility located within a mapped Threatened Ecological Community? | | | If yes, proceed to Part B. If no, proceed to Q6. |
| 6. Is the proposed facility located within 50m of a mapped or named waterway? | | | If yes, proceed to Part B. If no, proceed to Q7. |
| 7. Is the proposed facility located within 50m of a known heritage area or item? | | | If yes, proceed to Part B. If no, proceed to Part A approval. |

If the *Part A. Minor Ancillary Facility Rapid Assessment* has not triggered *Part B. Minor Ancillary Facility Checklist*, the proposed facility is not considered a Minor Ancillary Facility (as per CoA A21) and may be approved by the Trans4m Rail Environment Manager.

Name: Michael Matthews

Position: Trans4m Rail Environment Manager

Signature:

Date: / /2021

NOTE: The signed and approved copy of the Part A approval must be provided to ARTC and the ER for information.

Part B. Minor Ancillary Facility Checklist

This Minor Ancillary Facility Checklist has been prepared to assess the proposed Minor Ancillary Facility (North Star) 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 2: Minor Ancillary Facility – CoA A21 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 (North Star) occurs on land that's within the Project's Submissions Preferred Infrastructure Report (SPIR) Construction Impact Zone.</p> <p>Refer to Appendix A for location.</p> |
| Compliance with the Interim Construction Noise Guideline (CoA A21(b)(i)). | Y | <p>The proposed MAF is located immediately adjacent the township of North Star. The establishment and operation of the MAF has been modelled and estimated to impact (noise estimated to exceed the Project's NML) all residents of the Township of North Star, estimated to be 36 individual residences.</p> <p>Due to the close proximity of these sensitive receivers to the proposed Minor Ancillary Facility (North Star), the predicted noise impact associated with the establishment and operation of the MAF was assessed using the TfNSW Noise Estimator Tool and compared to the Noise Management Levels (NML) for the Project. Refer to Appendix B for the full assessment.</p> <p>The noise assessment predicted impacts of up to 18dB over the NML at the closest sensitive receiver during site establishment and up to 10dB over the NML during operation. Due to the anticipated impact, the following measures will be taken:</p> <ul style="list-style-type: none"> - The establishment of the MAF will only be undertaken during standard construction hours. - Community Notification has occurred via a letter box drop and scheduled "Coffee Catch Up" for all residential and other sensitive receivers impacted by the MAF. - Installation of a barrier (either water filled or concrete barrier fitted with solid anti-gawking screens) along the eastern perimeter of the MAF to minimise the visual and noise impacts to the adjacent sensitive receivers. NOTE: The anti-gawking screens will be of solid construction and not made of mesh. - Noise monitoring undertaken using a calibrated noise meter during the following periods; pre-establishment (baseline), site establishment and during the operational phase of the MAF. - Early morning pre-starts and toolboxes (pre 7am) will not be held at the proposed North Star MAF. Early morning pre-starts and toolboxes will be held at alternative MAF |

| Criteria | Compliant (Y) Yes (N) No | Comments |
|----------|--------------------------------|--|
| | | <p>locations i.e. Croppa Creek / North Star Road MAF at CH755, Croppa Creek / Moree Road MAF at CH730 or other approved MAF that doesn't pose the similar potential noise impacts.</p> <p>No sensitive receivers are considered highly noise impacted (>75dB).</p> <p>Due to the predicted noise impact, additional background noise monitoring was undertaken (15min monitoring intervals) to determine the current noise levels experienced in North Star. The monitoring events included:</p> <ul style="list-style-type: none"> - 11/11/21 – 1505 – 1520 hours - 29/11/21 – 1230 – 1245 hours - 29/11/21 – 1300 – 1315 hours - 29/11/21 – 1550 – 1605 hours <p>The above monitoring identified L_{A90} (RBL) of:</p> <ul style="list-style-type: none"> - 11/11/21 (1505 – 1520 hours), L_{A90} – 40.2dB - 29/11/21 (1230 – 1245 hours), L_{A90} – 38.3dB - 29/11/21 (1300 – 1315 hours), L_{A90} – 29.0dB - 29/11/21 (1550 – 1605 hours), L_{A90} – 48.4dB <p>An average L_{A90} of 39dB for the above-listed monitoring events.</p> <p>Refer to the Field Monitoring Records for additional details.</p> <p>The monitoring undertaken in Nov 2021 reported a similar daytime RBL (average) in North Star to those captured during the EIS (2016). These being:</p> <p><i>L01NNS - approximate chainage 757.2 km, (01st – 10th March 2016):</i></p> <ul style="list-style-type: none"> ○ Daytime – 39dB ○ Evening – 39dB ○ Night-time – 41dB <p><i>(Source: Section 2.4 Environmental Impact Statement Technical Report 5: Noise and Vibration Assessment)</i></p> <p>NOTE: The RBL for the Project was set at 30dB, as per the approved CNVMP, substantially lower than the actual RBLs experienced at North Star during the EIS unattended monitoring.</p> <p>The noise assessment scenarios were re-run incorporating the indicative RBL's reflected in the Project EIS and the more recent monitoring in November 2021. Refer to Appendix C for the noise assessment.</p> <p>The updated noise assessment predicted impacts of up to 10dB over the NML at the closest sensitive receiver during site establishment and up to 1dB over the NML during operation.</p> |

| Criteria | Compliant (Y) Yes (N) No | Comments |
|---|--------------------------------|--|
| | | <p>To ensure the residents of North Star understand the potential impacts associated with the establishment and operation of the MAF, the following consultation activities were undertaken:</p> <ul style="list-style-type: none"> - 19th October 2021 – Trans4m Rail personnel met with the staff at the Vicarage Café at North Star, who had no objections (verbal) to the laydown area. Copies of the communications material were left there for any interested parties. - 19th October 2021 – Trans4m Rail personnel met with the North Star Post Office staff, who had no objections (verbal) and agreed to disseminate the communications material via letterbox drop. - 4th November 2021 – Trans4m Rail personnel received an email from a landowner in North Star who had no objections to the laydown area. - 15th & 16th December 2021 - Two (2) signed feedback forms received from local sensitive receivers acknowledging the anticipated impacts. No objections raised. - 16th Dec 2021 – Coffee Catch Up at the North Star Café. No objections raised. <p>During the post office drop or other consultation efforts, no major concerns were raised in relation to the establishment or operation of the MAF.</p> <p>Refer to Appendix A for the location of residential and other sensitive receivers.</p> |
| At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b)(ii)) | Y | <p>The proposed MAF (North Star) site is located >50m from any named waterways or mapped drainage lines. The closest waterways / drainage lines include:</p> <ul style="list-style-type: none"> - Mobbindry Creek, located approx. 800m to the east. <p>The proposed MAF (North Star) site is outside the area impacted by the existing 5% AEP flood event.</p> <p>Refer to Appendix A for details.</p> |
| Not within areas identified as threatened communities or species habitats beyond those already approved under the terms of the project approval (CoA A21(b)(iii)) | Y | <p>The entire MAF (North Star) site is mapped as Cleared / Non-Native Vegetation. No mapped EEC, threatened flora or fauna species or koala habitat will be impacted by the establishment or operation of the MAF.</p> <p>Refer to Appendix A for details.</p> |
| No significant impacts to utilities, primarily gas and electricity | Y | <p>The establishment and operation of MAF (North Star) will not result in significant impacts to existing gas, electrical, water or communications utilities.</p> |

| Criteria | Compliant (Y) Yes (N) No | Comments |
|--|--------------------------------|--|
| Not on or near sites with known Aboriginal or non-Aboriginal heritage (CoA A21(b)(iii)) | Y | No areas or items of Aboriginal or non-Aboriginal significance have been identified within the area impacted by the proposed MAF (North Star) site. The closest heritage item is the North Star Station located 100m to the north of the proposed MAF. This will not be impacted by the proposed works. |
| Safe access to the road network and rail corridor and low impacts on traffic and access (CoA A21(b)(i)) | Y | Access to the Minor Ancillary Facility (North Star) will be provided from I.B. Bore Rd directly to the south. |
| Relatively flat land | Y | Minor Ancillary Facility (North Star) is located on flat land with <0.5m 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 (North Star) will generate minor waste volumes. These waste streams will generally consist of the following: <ul style="list-style-type: none"> ▪ Wastewater ▪ Wastepaper / cardboard ▪ Rubbish and debris ▪ Food waste The volumes of waste generated will be reduced and reuse will be maximised by implementing the mitigation measures detailed in Section 2 below. Flooding risk has been addressed above. |
| 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 (North Star) are considered minor and consistent with those impacts approved under SSI 7474. |
| Boundary screening around all facilities adjacent to and visible from sensitive receivers for the duration of use of the ancillary facility unless otherwise agreed with the relevant council and affected residents, business operators or landowners (COA A22) | Y | Screening will be applied as detailed in the works methodology above. |

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

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 (North Star) include:

- Dust and associated impacts to air quality resulting from site establishment, access and stockpiling;
- Noise impact to neighbouring sensitive receivers; and
- Mud tracking onto the local road network of North Star.

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 site-specific requirements relating to traffic and access, noise, dust and air quality, surface water, erosion & sediment control management works. | 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) | 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 the MAF (North Star). | Comms Team | Pre-Construction |
| 4) | Controls must be in place to prevent tracking dirt and mud onto public roads. | Construction Supervisor | Construction |
| 5) | Spoil, mud or the like spilt onto sealed roads to be removed within 24hrs through use of a street sweeper or other means. | Construction Supervisor | Construction |
| 6) | Mobile plant and vehicles, including deliveries must use designated travel routes, site access routes, site access tracks and lay down areas. | Construction Supervisor | Construction |
| 7) | Any activities requiring the discharge of construction water off site will be undertaken in accordance with the PESCP. | All personnel / Environmental Manager | Construction |
| 8) | The MAF footprint must be clearly identified and physically demarcated on-site. Slashing, clearing or other ground disturbance activities must not occur outside these areas unless otherwise approved in writing by the Environment Manager, or suitable delegate. | Construction Supervisor | Construction |
| 9) | Groundcover to be progressively re-established as soon as practicable to prevent erosion during construction. | Construction Supervisor | Construction |
| 10) | In the event that an area or item of heritage significance, threatened species, contaminated material or asbestos containing materials (ACM) are discovered or suspected on-site, then all works affecting the find must cease immediately, the area secured and relevant Trans4m Rail's Unexpected Finds Procedure / Protocol will be implemented. Trans4m Rail's Environmental Manager (or delegate), ARTC and the Project Environmental Representative must be immediately notified of any unexpected finds. Other stakeholders (e.g. NSW EPA, OEH, DPIE, WaterNSW, Council, local landholders, etc) may also be notified depending on the nature and scale of the unexpected find. | All personnel / Construction Supervisor | Construction |
| 11) | Any spills or leaks of chemicals, fuels, oils, effluent or any other hazardous substance that occurs during site establishment must be managed and reported in accordance with Trans4m Rail's Environmental Incident Response and Reporting Procedure. | All personnel / Construction Supervisor | Construction |

| | Measure/Requirement | Responsibility | Timing/frequency |
|-----|---|---|------------------|
| 12) | Refuelling activities must always be closely supervised. Plant and equipment being refuelled must not be left unattended for any period of time. | All personnel / Construction Supervisor | Construction |
| 13) | The land on which ancillary facilities, laydowns areas, access tracks and all other temporary works are located shall be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner. | Construction Supervisor | Construction |
| 14) | Weather forecast will be reviewed daily (via http://www.bom.gov.au/) and additional measures implemented where unfavourable weather conditions (i.e. hot, dry weather, high wind speed (>10m/s)) are anticipated. Measures to be implemented during unfavourable weather conditions may include a reduction of speed, a modified construction methodology, alternative plant and equipment, altering the scheduled works or program for the day, additional water carts or ceasing dust generating activities until conditions are more favourable. | Environmental Manager / Construction Supervisor | Construction |
| 15) | The following dust control measures will be utilised to suppress dust being generated from access roads, laydown areas, ancillary facilities and all other exposed surfaces; water application via watercarts and alternative means (i.e. sprinklers, hoses), sealing or stabilisation of highly trafficked areas, dust screens, application of geofabric or jute mat or the application of soil binding agents. The frequency of use will be modified depending on the prevailing wind and weather conditions. Due to the close proximity of sensitive receivers, the North Star MAF will take priority over other sites when it comes to dust management (i.e. water cart). | Construction Supervisor | Construction |
| 16) | Exhaust systems of construction plant, vehicles and machinery will be maintained in accordance with manufacturer's specifications to ensure that emissions do not exceed EPA regulations. Periodic visual checks will be undertaken. | Construction Supervisor | Construction |
| 17) | Waste will be segregated and collected on a regular basis to ensure odours associated with waste do not become an issue to surrounding sensitive receivers. All waste will be collected and disposed of at a licensed facility. | All personnel | Construction |
| 18) | All establishment works will be undertaken in accordance with the standard construction hours detailed in Condition of Approval E1. | Construction Supervisor | Construction |
| 19) | Notification undertaken prior to and during construction would inform relevant stakeholders of the work locations and timing, and the potential for noise impacts. | Community Engagement Team | Construction |
| 20) | Boundary screening (water-filled (or concrete) barrier and solid anti-gawking screens) will be erected along the eastern perimeter of the MAF proximate to sensitive receivers. The approximate location of this control is shown in Appendix A. NOTE: The anti-gawking screens will be of solid construction and not made of mesh. | Environment Manager / Construction Supervisor | Construction |
| 21) | Noise monitoring using a calibrated noise meter will be undertaken by a suitably experienced person prior to site establishment works commencing. The intent of the monitoring is to understand the current noise levels experienced at the site prior to the establishment and operation of the MAF. | Environment Manager | Pre-construction |
| 22) | Noise monitoring using a calibrated noise meter will be undertaken by a suitably experienced person during the initial site establishment and | Environment Manager | Construction |

| | Measure/Requirement | Responsibility | Timing/ frequency |
|-----|--|---|----------------------|
| | operation of the MAF. The intent of the monitoring is to confirm the results provided by the noise model. | | |
| 23) | Early morning pre-starts and toolboxes (pre 7am) will not be held at the proposed North Star MAF. Pre-starts and toolboxes will be held at alternative MAF locations i.e. Croppa Creek / North Star Road MAF at CH755, Croppa Creek / Moree Road MAF at CH730 or other approved MAF that doesn't pose the similar potential noise impacts. | Construction Superintendents Supervisor | Construction. |

Certification

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

Signed:



Name: Michael Matthews (Adam Playne (pp))

Position: Trans4m Rail Environment Manager

Date: 11/01/2022

Signed: _____

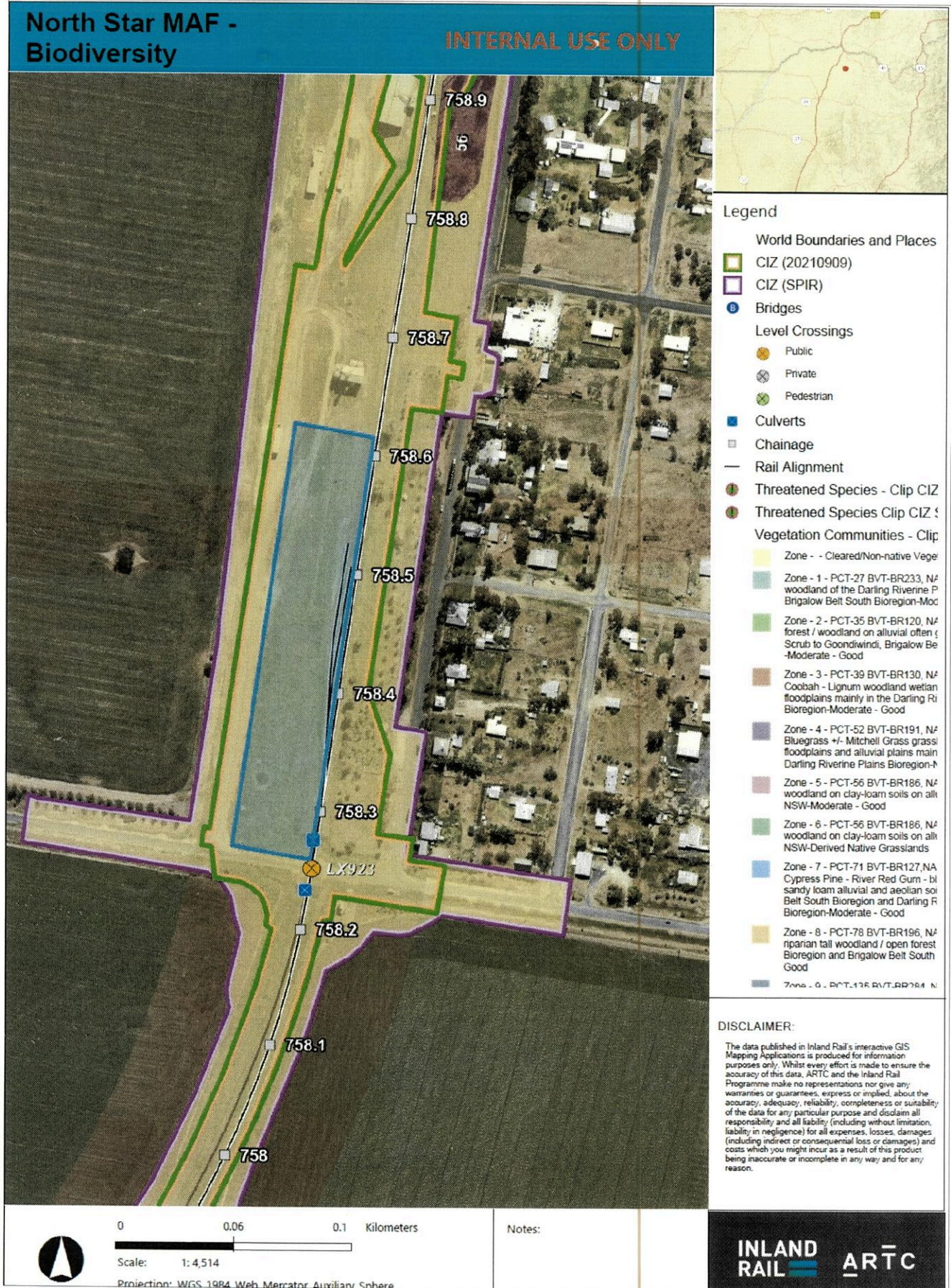


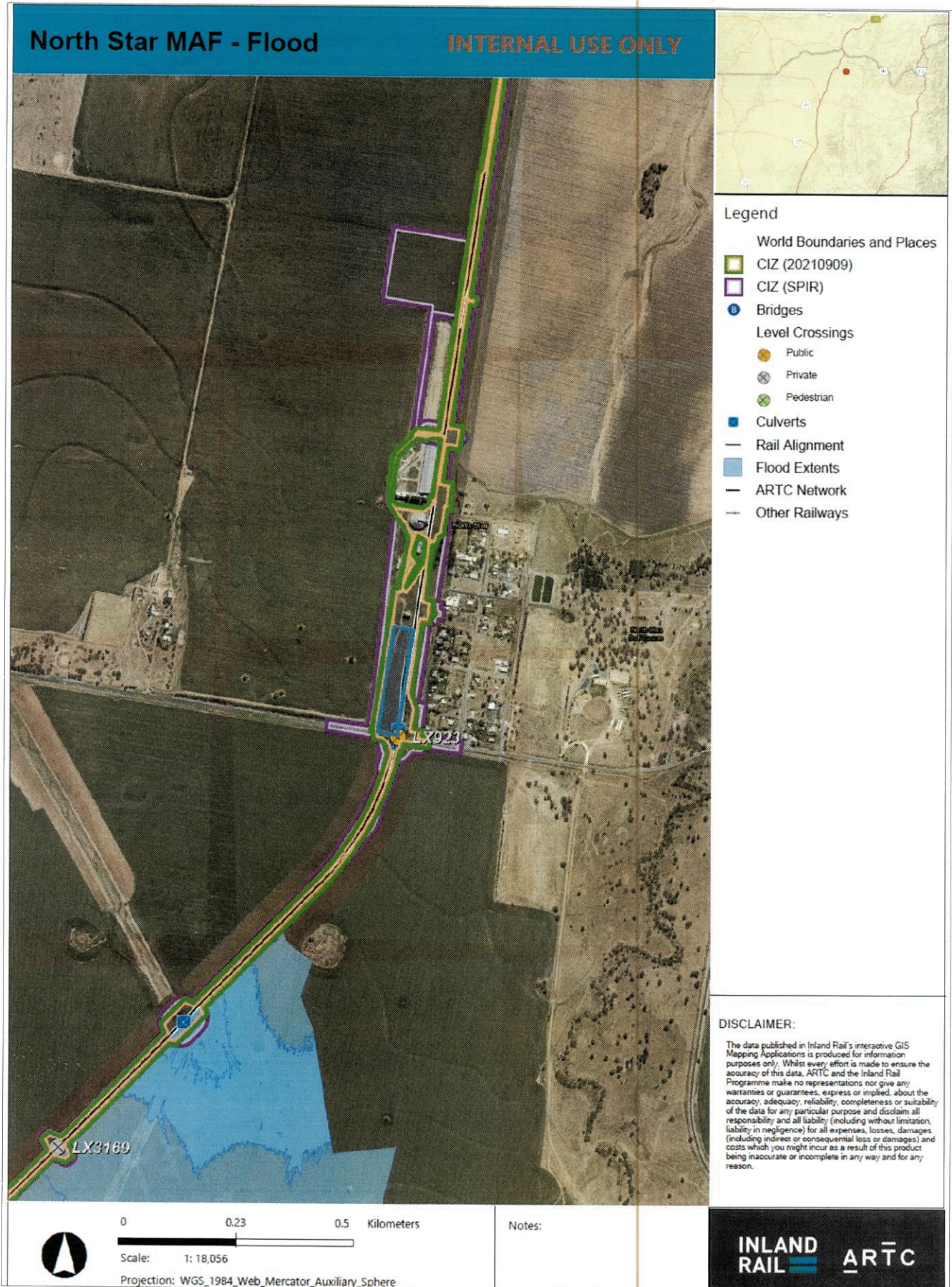
Name: Steve Fermio

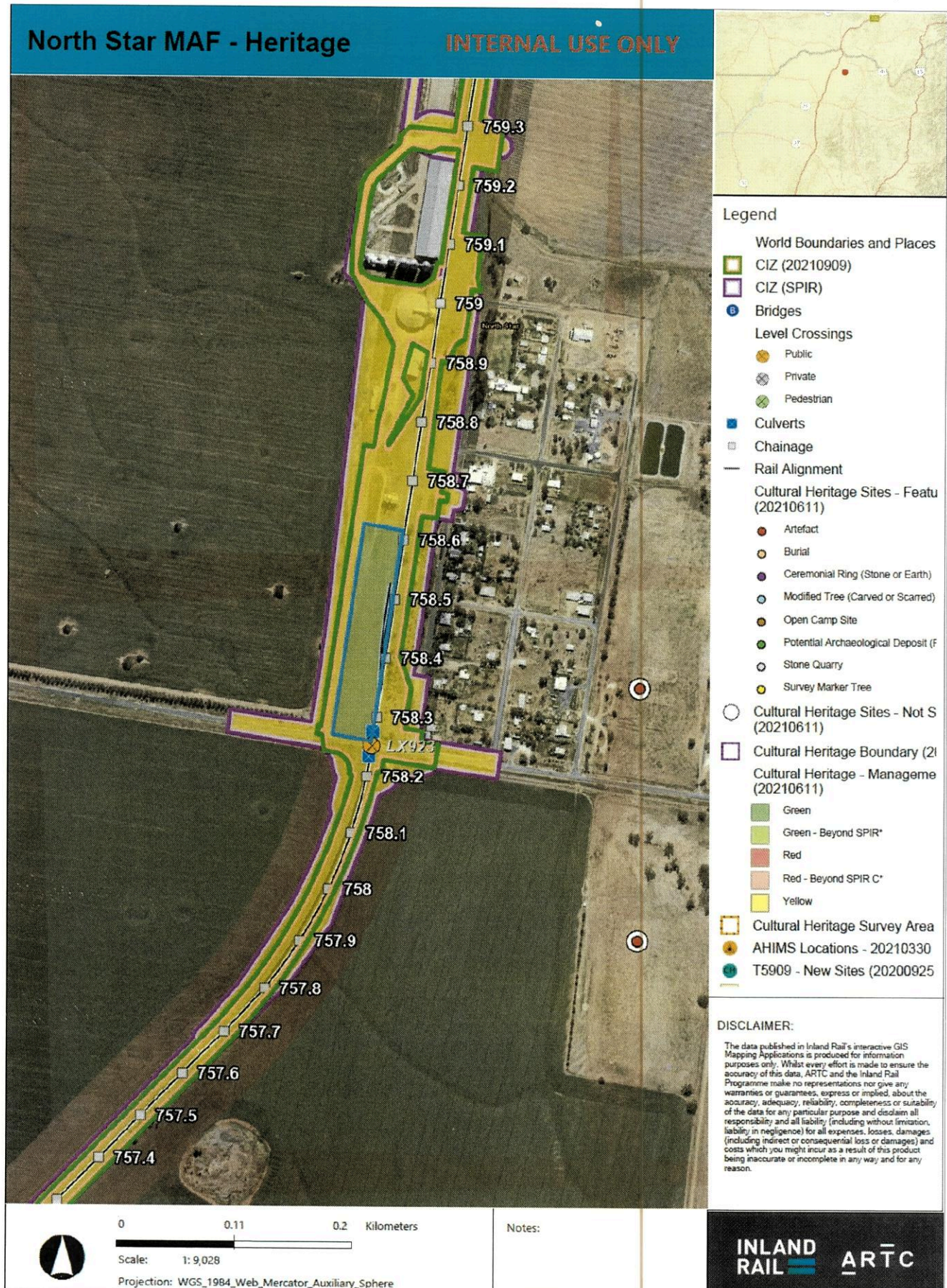
Position: Environmental Representative

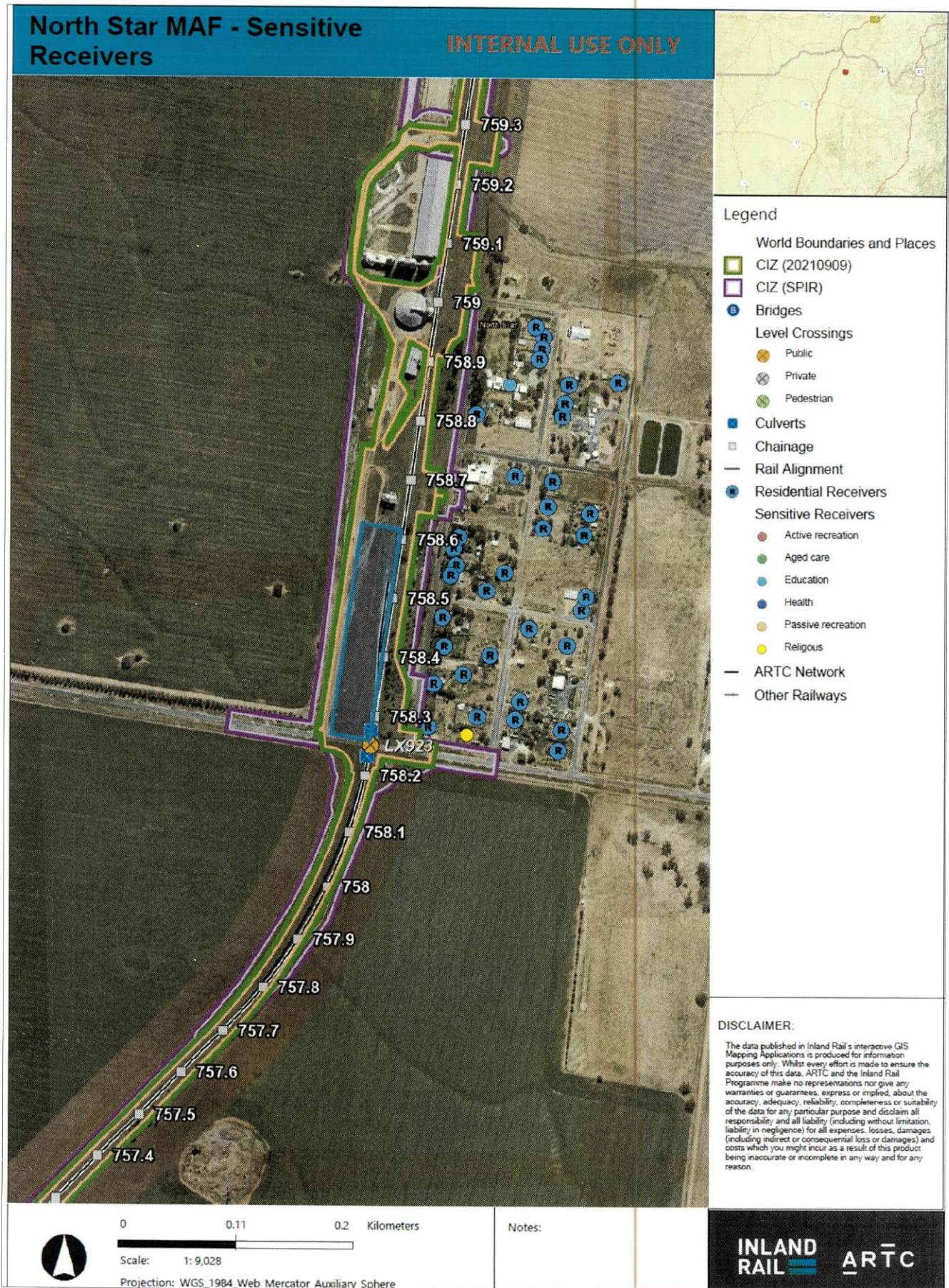
Date: 17/01/2022

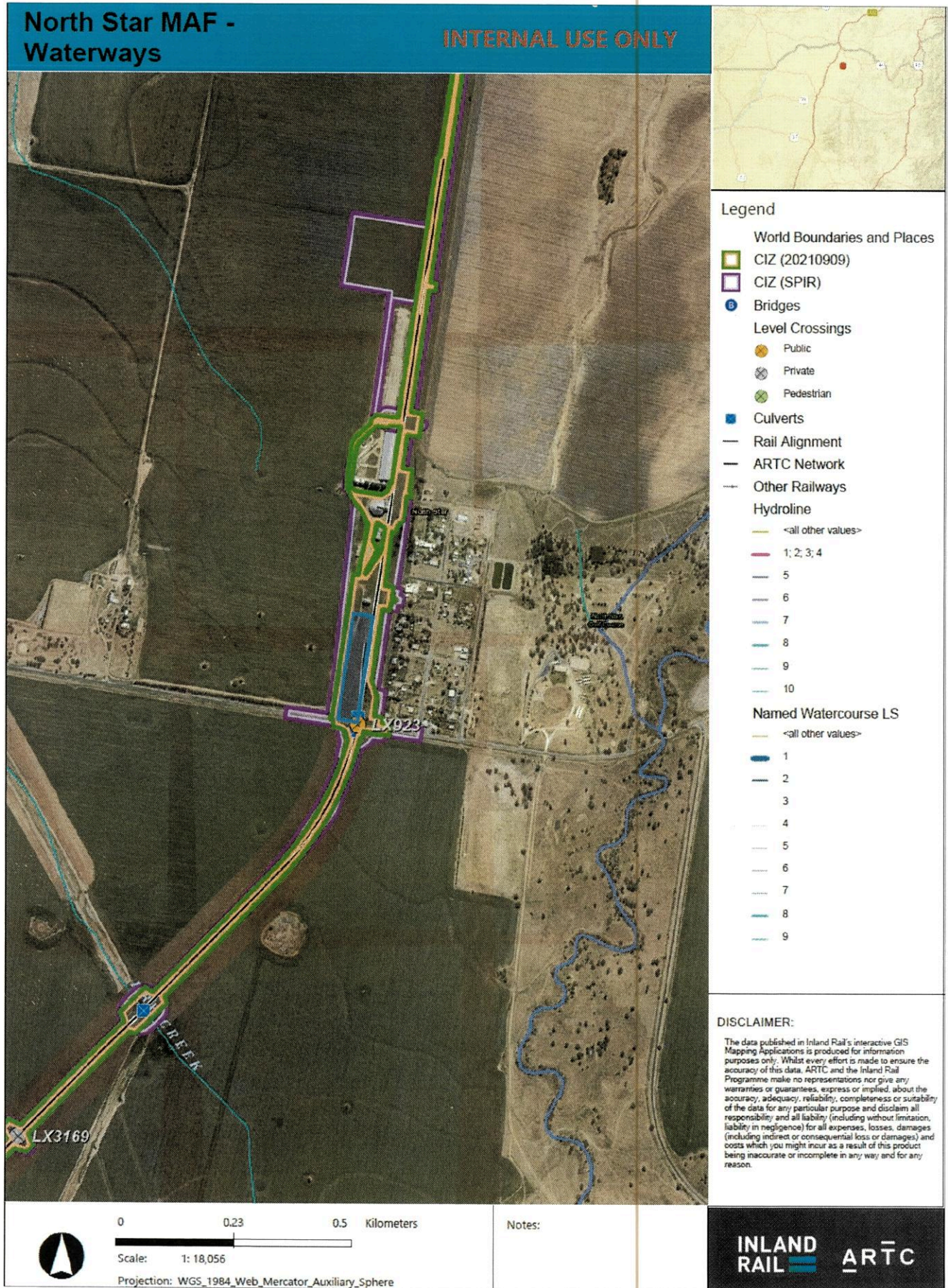
Appendix A: Site Location (incl. Environmental Sensitive Areas)

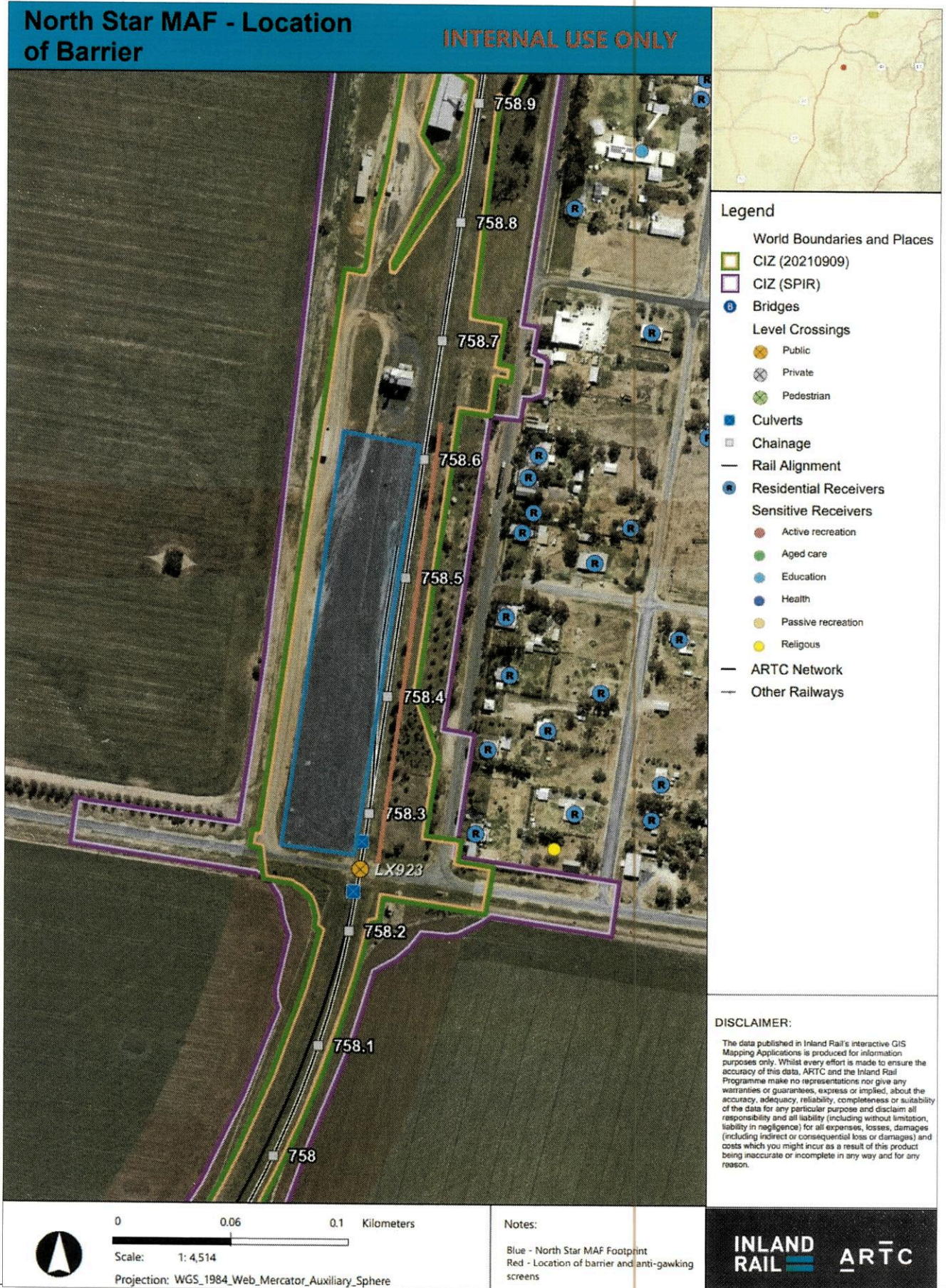












Appendix B: Noise Estimator (CNVMP RBLs & NMLs)

[illegible]

Please input information into yellow cells

Please input information into yellow cells

| | |
|---|---|
| Project name | Inland Rail (NZNS) |
| Scenario name | North Star MAF - Site Establishment |
| Receiver address | North Star |
| Select area ground type | Undeveloped green fields (rural areas with scattered dwellings) |
| Select type of background noise level input | User Input |

| Noise area category | | Representative Noise Environment | User Input |
|--|-------------|----------------------------------|------------|
| RBL or LwA Background level (dB(A)) | Day | | 30 |
| | Evening | | 30 |
| | Night | | 30 |
| Long-Term Noise management level (dB(A)) | Day | | 40 |
| | Day/Evening | | 35 |
| | Evening | | 35 |

| Is all plant at the same representative distance to the receiver? Y/N | N |
|---|----|
| Representative distance (m) | 80 |

Use/see Individual Distances!

Using Individual Distances!

[illegible]

(Note that suitable noise management levels for other noise-sensitive businesses not identified in the Construction Noise Estimator should be investigated on a project-by-project basis.

| Total SPL L Aeq(15minute) (dB(A)) | 58 |
|-----------------------------------|----|
|-----------------------------------|----|

| | | Residential receiver | Non-residential receivers | | | | | |
|--------------------------------|----------------|--------------------------|---|---------------------------------------|------------------|-------------------|---------------------|-------------------------|
| | | | Classroom at schools and other educational institutions | Hospital wards and operating theatres | Place of worship | Active recreation | Industrial premises | Offices, retail outlets |
| Noise Management Level (dB(A)) | Standard hours | 40 | 55 | 65 | 55 | 65 | 75 | 70 |
| | Day (OoHW) | 39 | 55 | 65 | 65 | 65 | 75 | 70 |
| | OoHW Period 1 | 39 | 55 | 65 | 65 | 65 | 75 | 70 |
| | OoHW Period 2 | 39 | 55 | 65 | 65 | 65 | 75 | 70 |
| | Standard hours | 28 | | 65 | 55 | | 75 | 70 |
| Level above background (dB(A)) | Day (OoHW) | 28 | | | | | | |
| | OoHW Period 1 | 28 | | | | | | |
| | OoHW Period 2 | 28 | | | | | | |
| | Standard hours | 18 | | | | | | |
| | Day (OoHW) | 23 | | | | | | |
| Level above MHL (dB(A)) | OoHW Period 1 | 23 | | | | | | |
| | OoHW Period 2 | 23 | | | | | | |
| | Standard hours | N, V | | | | | | |
| | Day (OoHW) | V, N, R1, DR | | | | | | |
| | OoHW Period 1 | V, N, R1, DR | | | | | | |
| Additional mitigation measures | OoHW Period 2 | V, IB, N, PG, SM, R2, DR | | | N | | | |

Appendix C: Noise Estimator (Updated RBLs & NMLs)

Noise Estimator (Individual Plant)

Please input information into yellow cells

Please pick from drop-down list in orange cells

| Project name | Scenario name | Receiver address | Select area ground type | Select type of background noise level input | Representative Noise Environment | User input |
|--|---------------|------------------|-------------------------|---|--|------------|
| | | | | | Island Bay (H20S) | |
| | | | | | MAF North Star - Operations (Excluded RBLs) | |
| | | | | | LA Bore Rd North Star | |
| | | | | | Developed settlements (urban and suburban areas) | |
| | | | | | User Input | |
| Noise area category | | | | | | |
| RBL or LA ₉₀ Background level [dB(A)] | Day | | | | | |
| | Evening | | | | | 39 |
| | Night | | | | | 30 |
| Long-Term(Avg) Noise management level [dB(A)] | Day | | | | | 40 |
| | Evening | | | | | 43 |
| | Night | | | | | 35 |

Is all plant at the same representative distance to the receiver? Y/N

| Representative distance (m) | 80 | All at Representative Distance |
|-----------------------------|----|--------------------------------|
| | | |

| Representative distance (m) | ΔU at Representative Distance |
|-----------------------------|---------------------------------------|
| 80 | |

- (d) predicted noise levels for each time period.
- (e) sleep disturbance affected distance for night works.
- (f) mitigation measures.
- (g) team member responsible for implementing mitigation.

[illegible]

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

50

| | Residential receiver | Classroom at schools and other educational institutions | Hospital wards and operating theatres | Place of worship | Active recreation | Passive recreation | Industrial premises | Offices, retail outlets |
|--------------------------------------|----------------------|---|--|------------------|----------------------|-----------------------|------------------------|----------------------------|
| Noise Management Level (dB(A)) | Standard hours | - | - | - | - | - | - | - |
| | Day (GCHW) | 49 | 85 | 85 | 85 | 60 | 75 | 70 |
| | GCHW Period 1 | 44 | 85 | 85 | 85 | 60 | 75 | 70 |
| | GCHW Period 2 | 38 | 85 | 85 | 85 | 60 | 75 | 70 |
| | Night | 32 | 85 | 85 | 85 | 60 | 75 | 70 |
| | Standard hours | 51 | 85 | 85 | 85 | 60 | 75 | 70 |
| Level above background (dB(A)) | Day (GCHW) | 51 | - | - | - | - | - | - |
| | GCHW Period 1 | 46 | - | - | - | - | - | - |
| | GCHW Period 2 | 40 | - | - | - | - | - | - |
| | Night | 34 | - | - | - | - | - | - |
| | Standard hours | 49 | - | - | - | - | - | - |
| | Day (GCHW) | 49 | - | - | - | - | - | - |
| Level above NIM ₁ (dB(A)) | GCHW Period 1 | 44 | - | - | - | - | - | - |
| | GCHW Period 2 | 38 | - | - | - | - | - | - |
| | Night | 32 | - | - | - | - | - | - |
| | Standard hours | 51 | - | - | - | - | - | - |
| | Day (GCHW) | 49 | - | - | - | - | - | - |
| | GCHW Period 1 | 44 | - | - | - | - | - | - |
| Additional mitigation measures | GCHW Period 2 | 38 | - | - | - | - | - | - |
| | Night | 32 | - | - | - | - | - | - |
| | Standard hours | 51 | - | - | - | - | - | - |
| | Day (GCHW) | 49 | - | - | - | - | - | - |
| | GCHW Period 1 | 44 | - | - | - | - | - | - |
| | GCHW Period 2 | 38 | - | - | - | - | - | - |

Please input information into yellow cells

Please input information into yellow cells

| Project name | Island Boli (NZAS) | |
|---|--|------------|
| Scenario name | MAF North Star – Site Establishment (Updated RBLs) | |
| Receiver address | 1B, Bore Rd, North Star | |
| Selected area ground type | Developed settlements (urban and suburban areas) | |
| Select type of background noise level input | User Input | |
| Noise area category | Representative Noise Environment | User Input |
| | Day | 39 |
| | Evening | 30 |
| | Night | 30 |
| L _{eq} (5min) Noise management level (dB(A)) | Day | 49 |
| | Day (CNIW) | 44 |
| | Evening | 35 |
| | Night | 35 |

| | |
|---|----|
| Is all plant at the same representative distance to the receiver? Y/N | Y |
| Representative distance (m) | 80 |

III at Representative Distance

[illegible]

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

| | | Residential receiver | Non-residential receivers | | | | | | |
|--------------------------------|----------------|--|---|---------------------------------------|------------------|-------------------|--------------------|--------------------|------------------------|
| | | | Classroom at schools and other educational institutions | Hospital wards and operating theatres | Place of worship | Active recreation | Passive recreation | Industrial premise | Offices retail outlets |
| Noise Management Level (dB(A)) | Standard hours | 49 | 55 | 65 | 55 | 65 | 60 | 75 | 70 |
| | Day (DOHW) | 44 | 55 | 65 | 55 | 65 | 60 | 75 | 70 |
| | DOHW Period 1 | 35 | | 65 | 55 | 65 | 60 | 75 | 70 |
| | DOHW Period 2 | 35 | | 65 | 55 | 65 | 60 | 75 | 70 |
| | Standard hours | 70 | | 65 | 55 | 65 | | 75 | 70 |
| Level above background (dB(A)) | Day (DOHW) | 50 | | | | | | | |
| | DOHW Period 1 | 39 | | | | | | | |
| | DOHW Period 2 | 29 | | | | | | | |
| | Standard hours | 10 | | | | | | | |
| | Day (DOHW) | 10 | | | | | | | |
| Level above NML (dB(A)) | DOHW Period 1 | 13 | | | | | | | |
| | DOHW Period 2 | 54 | | | | | | | |
| | Standard hours | N.V. | | | | | | | |
| | Day (DOHW) | N.V. | | | | | | | |
| | DOHW Period 1 | N.V. | | | | | | | |
| Additional mitigation measures | DOHW Period 2 | N.V. | | | | | | | |
| | Standard hours | V, IR, M, R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, R68, R69, R70, R71, R72, R73, R74, R75, R76, R77, R78, R79, R80, R81, R82, R83, R84, R85, R86, R87, R88, R89, R90, R91, R92, R93, R94, R95, R96, R97, R98, R99, R100 | | | | | | | |
| | Day (DOHW) | V, IR, M, R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, R68, R69, R70, R71, R72, R73, R74, R75, R76, R77, R78, R79, R80, R81, R82, R83, R84, R85, R86, R87, R88, R89, R90, R91, R92, R93, R94, R95, R96, R97, R98, R99, R100 | | | | | | | |
| | DOHW Period 1 | V, IR, M, R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, R68, R69, R70, R71, R72, R73, R74, R75, R76, R77, R78, R79, R80, R81, R82, R83, R84, R85, R86, R87, R88, R89, R90, R91, R92, R93, R94, R95, R96, R97, R98, R99, R100 | | | | | | | |
| | DOHW Period 2 | V, IR, M, R1, R2, R3, R4, R5, R6, R7, R8, R9, R10, R11, R12, R13, R14, R15, R16, R17, R18, R19, R20, R21, R22, R23, R24, R25, R26, R27, R28, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R56, R57, R58, R59, R60, R61, R62, R63, R64, R65, R66, R67, R68, R69, R70, R71, R72, R73, R74, R75, R76, R77, R78, R79, R80, R81, R82, R83, R84, R85, R86, R87, R88, R89, R90, R91, R92, R93, R94, R95, R96, R97, R98, R99, R100 | | | | | | | |

Appendix D: Approx. Site Location (Co-ordinates)

| | |
|----------|---|
| 1 | Lat: 28.92917° S Lon: 150.39034° E |
| 2 | Lat: 28.93236° S Lon: 150.38987° E |
| 3 | Lat: 28.93242° S Lon: 150.39053° E |
| 4 | Lat: 28.92932° S Lon: 150.39098° E |

Appendix E: Consultation Material



North Star Coffee Catch Up

NARRABRI TO NORTH STAR PHASE 1 INLAND RAIL PROJECT

Trans4m Rail is constructing Phase 1 of the Narrabri and North Star section of Inland Rail and, from early July, began construction activities within the existing rail corridor north of Moree to North Star. As valued stakeholders along the N2NS alignment we would like to ensure the North Star community is well-informed regarding construction works within your region.



North Star Community Coffee Catch Up
Thursday, 16 December 2021 from 9.30am
Vicarage Cafe, 9-11 Edward Street, North Star

Discussion items for the information session include the following:



- Construction update and timeline of works
- Temporary Materials Storage Area
- Level Crossing upgrades - I B Bore Road
- How to raise concerns and complaints

REGISTER YOUR INTEREST - THE COFFEE IS ON US!

We encourage you to let us know in advance if you are available to drop-in. Contact community@t4mr.com.au or phone 1800 732 761 to express your interest.

CONTACT US

 1800 732 761
 community@t4mr.com.au

 www.inlandrail.artc.com.au
 www.trans4mrail.com.au

Temporary North Star Construction Materials Storage Area

CONSULTATION FORM

Trans4m Rail will construct a temporary construction materials storage area near I B Bore Road, North Star, from early January 2022 that will contain construction items, portable demountables and machinery.

The works area will be adjacent to the rail alignment. Works to establish the area will occur between **7am and 6pm Monday to Sunday**, weather permitting.

The temporary storage area is required for the purpose of the Inland Rail construction and will be utilised as a minor storage facility.

We ask you to please sign the enclosed form acknowledging that noise, traffic and vibration impacts may occur and that you're supportive of the proposal.

Name: _____ Address: _____

Phone: _____ Email: _____

I understand and agree that there will be noise, traffic and vibration impacts associated with the North Star materials storage area, with works occurring between **7am and 6pm Monday to Sunday**, and I support the proposal.

Sign: _____

Date: _____

Do you have additional comments or concerns?

Please complete this form and return it to Trans4m Rail's Stakeholder Engagement Advisor, Laura Colley, by emailing laura.colley@t4mr.com.au. Should you like to arrange collection please phone **0437 380 045**.

TRANS4M
RAIL 

Establishing temporary North Star construction materials storage area

INLAND
RAIL



TRANS4M
RAIL

Trans4m Rail will construct a temporary construction materials storage area near I B Bore Road, North Star, from early January 2022 that will contain construction items, portable demountables and machinery.

The works area will be adjacent to the rail alignment. Works to establish the area will occur between **7am and 6pm Monday to Sunday**.

The site is located north west of level crossing 923 and north of I B Bore Road.

What can I expect?

- Trucks and other vehicles will enter and exit the construction site via I B Bore Road, west of the rail alignment
- Construction machinery and equipment operating on site
- Delivery of materials and equipment
- Motorists should follow traffic controls and drive with caution
- Some of these works will be noisy and mitigation measures will be in place.

Machinery used

Trucks, graders, dozers, rollers, stabilisers and water/vacuum excavation trucks will be used within the construction impact zone.

How we're managing impacts

- Traffic control will be in place, where required
- Water carts will be on site to wet down areas to assist in managing dust.

Thank you for your patience and cooperation while we carry out these works.



North Star Laydown Site
Laydown Site (in blue)
Construction impact zone (in green/yellow)

What will the storage area be used for?

- Portable demountables and portaloos facilities
- Storage construction materials, including precast drainage and bridge components
- Light vehicle parking
- Stockpile of ballast materials
- Storage of lime materials.

Contact us

📞 1800 732 761

✉ inlandrailnsw@artc.com.au

✉ ARTC Inland Rail, GPO Box 14, Sydney NSW 2001

ARTC

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

Temporary North Star Construction Materials Storage Area CONSULTATION FORM

Trans4m Rail will construct a temporary construction materials storage area near I B Bore Road, North Star, from early November 2021 that will contain construction items, portable demountables and machinery.

The works area will be adjacent to the rail alignment. Works to establish the area will occur between 7am and 6pm Monday to Sunday, weather permitting.

The temporary storage area is required for the purpose of the Inland Rail construction and will be utilised as a minor storage facility.

We ask you to please sign the enclosed form acknowledging that noise, traffic and vibration impacts may occur and that you're supportive of the proposal.

Name: R. J MITCHELL Address: LEYLAND 356 MUNGLE RD
Phone: 0746763186 Email: RANANDJENSEN58@GMAIL.COM

I understand and agree that there will be noise, traffic and vibration impacts associated with the North Star materials storage area, with works occurring between 7am and 6pm Monday to Sunday, and I support the proposal.

Sign: R. J. Mitchell

Date: 08-11-2021

Do you have additional comments or concerns?

Please complete this form and return it to Trans4m Rail's Stakeholder Engagement Advisor, Laura Colley, by emailing laura.colley@t4m.com.au. Should you like to arrange collection please phone 0437 380 045.

**TRANS4M
RAIL**

Establishing temporary North Star construction materials storage area

INLAND
RAIL



TRANS4M
RAIL

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What can I expect?

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- Construction machinery and equipment operating on site
- Delivery of materials and equipment
- Motorists should follow traffic controls and drive with caution
- Some of these works will be noisy and mitigation measures will be in place.

Machinery used

Trucks, graders, dozers, rollers, stabilisers and water/vacuum excavation trucks will be used within the construction impact zone.

How we're managing impacts

- Traffic control will be in place, where required
- Water carts will be on site to wet down areas to assist in managing dust.

Thank you for your patience and cooperation while we carry out these works.



North Star Laydown Site
Laydown Site (in blue)
Construction impact zone (in green/yellow)

What will the storage area be used for?

- Portable demountables and portalo facilities
- Storage construction materials, including precast drainage and bridge components
- Light vehicle parking
- Stockpile of ballast materials
- Storage of lime materials.

Contact us

📞 1800 732 761

✉ inlandrailnsw@artc.com.au

✉ ARTC Inland Rail, GPO Box 14, Sydney NSW 2001

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Temporary North Star Construction Materials Storage Area CONSULTATION FORM

Trans4m Rail will construct a temporary construction materials storage area near I B Bore Road, North Star, from early January 2022 that will contain construction items, portable demountables and machinery.

The works area will be adjacent to the rail alignment. Works to establish the area will occur between **7am and 6pm Monday to Sunday**, weather permitting.

The temporary storage area is required for the purpose of the Inland Rail construction and will be utilised as a minor storage facility.

We ask you to please sign the enclosed form acknowledging that noise, traffic and vibration impacts may occur and that you're supportive of the proposal.

Name: RICHARD TWIDY Address: 1455 MUNCIE RD NORTH STAR
Phone: 0428 763233 Email: _____

*I understand and agree that there will be noise, traffic and vibration impacts associated with the North Star materials storage area, with works occurring between **7am and 6pm Monday to Sunday**, and I support the proposal.*

Sign: Richard Twidy
Date: 16.12.21

Do you have additional comments or concerns?

Please complete this form and return it to Trans4m Rail's Stakeholder Engagement Advisor, Laura Colley, by emailing laura.colley@t4mr.com.au. Should you like to arrange collection please phone 0437 380 045.

TRANS4M
RAIL

Establishing temporary North Star construction materials storage area



Trans4M Rail will construct a temporary construction materials storage area near I B Bore Road, North Star, from early January 2022 that will contain construction items, portable demountables and machinery.

The works area will be adjacent to the rail alignment. Works to establish the area will occur between **7am and 6pm Monday to Sunday**.

The site is located north west of level crossing 923 and north of I B Bore Road.

What can I expect?

- Trucks and other vehicles will enter and exit the construction site via I B Bore Road, west of the rail alignment
- Construction machinery and equipment operating on site
- Delivery of materials and equipment
- Motorists should follow traffic controls and drive with caution
- Some of these works will be noisy and mitigation measures will be in place.

Machinery used

Trucks, graders, dozers, rollers, stabilisers and water/vacuum excavation trucks will be used within the construction impact zone.

How we're managing impacts

- Traffic control will be in place, where required
- Water carts will be on site to wet down areas to assist in managing dust.

Thank you for your patience and cooperation while we carry out these works.



North Star Laydown Site
Laydown Site (in blue)
Construction impact zone (in green/yellow)

What will the storage area be used for?

- Portable demountables and portalo facilities
- Storage construction materials, including precast drainage and bridge components
- Light vehicle parking
- Stockpile of ballast materials
- Storage of lime materials.

Contact us

📞 1800 732 761

✉ inlandrailnsw@artc.com.au

✉ ARTC Inland Rail, GPO Box 14, Sydney NSW 2001



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

Temporary North Star Construction Materials Storage Area CONSULTATION FORM

Trans4m Rail will construct a temporary construction materials storage area near I B Bore Road, North Star, from early January 2022 that will contain construction items, portable demountables and machinery.

The works area will be adjacent to the rail alignment. Works to establish the area will occur between **7am and 6pm Monday to Sunday**, weather permitting.

The temporary storage area is required for the purpose of the Inland Rail construction and will be utilised as a minor storage facility.

We ask you to please sign the enclosed form acknowledging that noise, traffic and vibration impacts may occur and that you're supportive of the proposal.

Name: J J Hardcastle Address: 1069 I B Bore Rd
North Star
North Star N 2408
Phone: 0429 49 8811 Email: thehardcastle5@acti5.net.au

*I understand and agree that there will be noise, traffic and vibration impacts associated with the North Star materials storage area, with works occurring between **7am and 6pm Monday to Sunday**, and I support the proposal.*

Sign: [Signature]

Date: 15/12/21

Do you have additional comments or concerns?

Please complete this form and return it to Trans4m Rail's Stakeholder Engagement Advisor, Laura Colley, by emailing laura.colley@t4mr.com.au. Should you like to arrange collection please phone 0437 380 045.

TRANS4M
RAIL

Appendix F: Noise Monitoring Data

Noise Sampling Record

Inland Rail: Narrabri to North Star

Chainage: 758.3 Date & Time: 11/11/21 15:05
Location: NORTH STAR TOWNSHIP LAYDOWN

| Calibration | Pre-Measurement | Post-Measurement |
|--------------------|-----------------|------------------|
| Calibration Time: | <u>15:00</u> | |
| Calibration Level: | | |

Start Time: 15:05 End Time: 15:20 Duration: 15 min
GPS Coordinates: 28.93200 150.3940
Nearest Sensitive Receiver: _____

Weather Conditions:

Wind Speed: Medium Wind Direction: From NW Temperature: _____
Humidity: _____ Cloud Cover: 100%

Results of Noise Quality Monitoring:

| Test | Measurement (dB) |
|------|---------------------|
| 1 | <u>LA90 40.2 dB</u> |
| 2 | |
| 3 | |
| 4 | |
| 5 | |

Major Construction Noise Source(s) During Monitoring:

NIL

Other Noise Source(s) During Monitoring:

Wind

Comments:

Sampled By: Kristian Horcock Date: 11/11/21

SLM 99% SLM 100%

WS-10
Auto

WS-10
Auto

Leq 15min 000001

Leq 15min 000001

Store File: Leq 0005 Store File: Leq 0005

| | | | |
|--------------------|---------|---------------------|---------|
| L _{Aeq} | 42.7 dB | L _{AF10} | 44.2 dB |
| L _{AE} | 72.3 dB | L _{AF50} | 42.1 dB |
| L _{AFmax} | 58.5 dB | L _{AF90} | 40.2 dB |
| L _{AFmin} | 37.0 dB | L _{AF95.0} | 39.7 dB |
| L _{AF05} | 45.3 dB | | |

11/11 15:05:18 11/11 15:05:18

Add File Number
0006

Noise Sampling Record

Inland Rail: Narrabri to North Star

Chainage: CH 758-30

Date & Time: 29/11/21 1230

Location: North Star

| Calibration | Pre-Measurement | Post-Measurement |
|--------------------|-----------------|------------------|
| Calibration Time: | 29/11/21 1100 | 29/11/21 1800 |
| Calibration Level: | 94.1 dB | 94.1 dB |

| | | |
|--|-----------------------|-----------------------------|
| Start Time: <u>1230</u> | End Time: <u>1245</u> | Duration: <u>15 minutes</u> |
| GPS Coordinates: <u>28°55'55" S 150°23'23" E</u> | | |
| Nearest Sensitive Receiver: <u>North Star town</u> m | | |

Weather Conditions:

Wind Speed: 9 km/h Wind Direction: North Temperature: 27°C
Humidity: 60% Cloud Cover: Moderate

Results of Noise Quality Monitoring:

| Test | Measurement (dB) | | |
|----------------------|------------------|-----------------|------------------|
| 0006 0007 0008 | 1 | $L_{eq} = 51.7$ | $L_{eq0} = 38.3$ |
| | 2 | $L_{eq} = 53.7$ | $L_{eq0} = 29.0$ |
| | 3 | $L_{eq} = 59.3$ | $L_{eq0} = 48.4$ |
| | 4 | | |
| | 5 | | |

1230 - 1245
1300 - 1315
1550 - 1605

Major Construction Noise Source(s) During Monitoring:

Nil

Other Noise Source(s) During Monitoring:

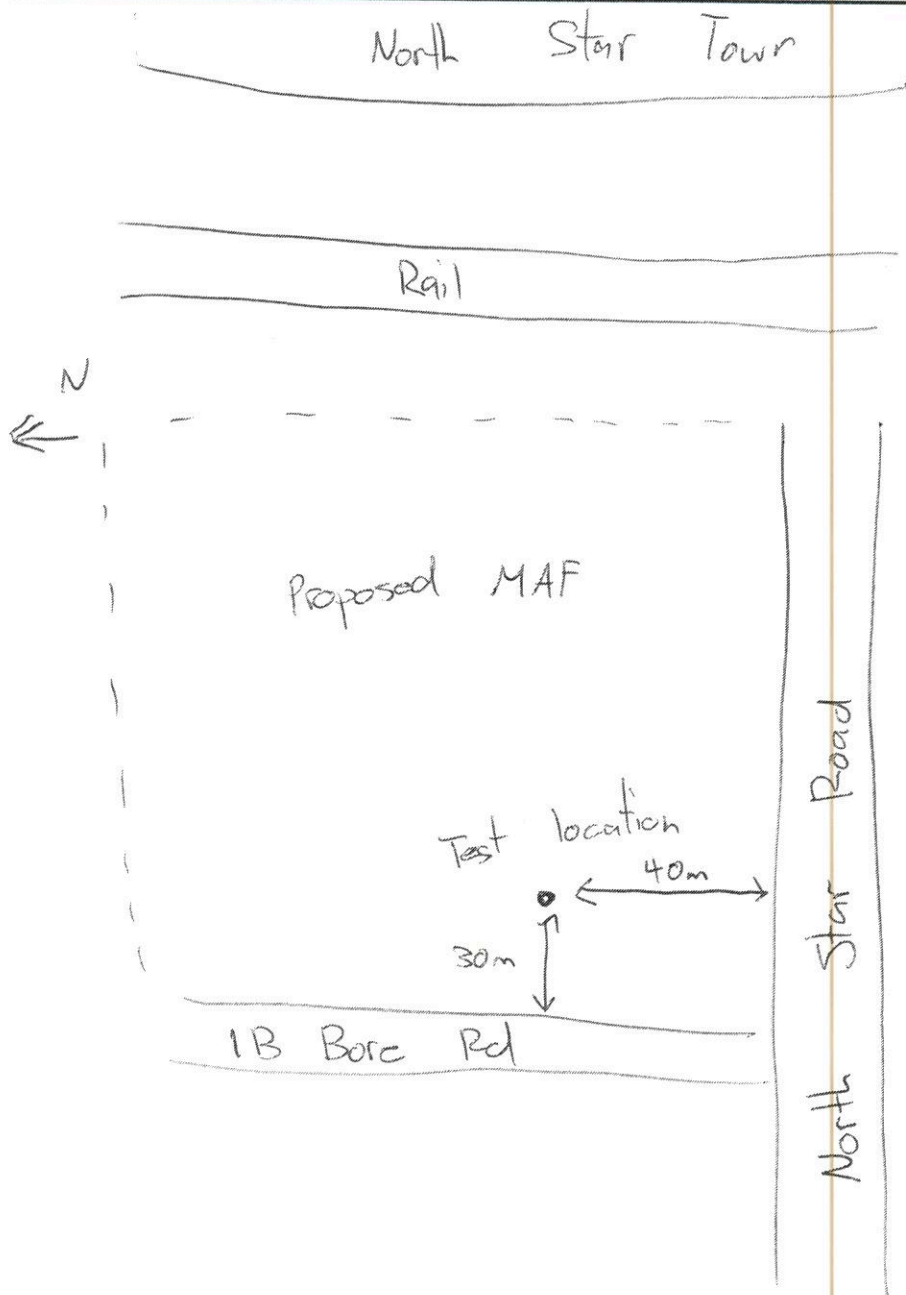
Some trucks operating out of Mill
Passerby Traffic

Comments:

| | |
|-----------------------------|--------------------------|
| Sampled By: <u>LT/MW</u> | Date: <u>29/11/21</u> |
| | |

Monitoring Location

(site sketch, plan / profile view, distances, roadways, buildings, reflecting surfaces)



Revision No: 1

When printed this document is an uncontrolled version

Issue Date: 29/07/2021

SLM 99% SLM 99%

WS-10
Auto

WS-10
Auto

Leq 15min 000001

Leq 15min 000001

Store File: Leq 00006 Store File: Leq 00006

| | | | |
|--------------------|---------|---------------------|---------|
| L _{Aeq} | 51.7 dB | L _{AF10} | 45.4 dB |
| L _{AE} | 81.3 dB | L _{AF50} | 40.8 dB |
| L _{AFmax} | 73.9 dB | L _{AF90} | 38.3 dB |
| L _{AFmin} | 35.5 dB | L _{AF95.0} | 37.8 dB |
| L _{AF05} | 51.1 dB | | |

11/29 12:28:56 11/29 12:28:56

SLM 99% SLM 99%

WS-10
Auto

WS-10
Auto

Leq 15min 000001

Leq 15min 000001

Store File: Leq 00007 Store File: Leq 00007

| | | | |
|--------------------|---------|---------------------|---------|
| L _{Aeq} | 53.7 dB | L _{AF10} | 45.9 dB |
| L _{AE} | 83.3 dB | L _{AF50} | 32.7 dB |
| L _{AFmax} | 90.4 dB | L _{AF90} | 29.0 dB |
| L _{AFmin} | 26.4 dB | L _{AF95.0} | 28.5 dB |
| L _{AF05} | 50.0 dB | | |

11/29 13:03:38 11/29 13:03:38

SLM 99% SLM 99%

WS-10
Auto

WS-10
Auto

Leq 15min 000001

Leq 15min 000001

Store File: Leq 00008 Store File: Leq 00008

| | | | |
|--------------------|---------|---------------------|---------|
| L _{Aeq} | 51.6 dB | L _{AF10} | 55.2 dB |
| L _{AE} | 54.4 dB | L _{AF50} | 50.3 dB |
| L _{AFmax} | 56.4 dB | L _{AF90} | 48.4 dB |
| L _{AFmin} | 46.9 dB | L _{AF95.0} | 47.6 dB |
| L _{AF05} | 56.0 dB | | |

11/30 12:32:47 11/30 12:32:47

APPENDIX C – ER INSPECTION REPORT

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

ENVIRONMENTAL REPRESENTATIVE'S INSPECTION REPORT

25/01/2022






| SECTION 1: SUMMARY | | |
|--|------------------------------------|--------------------------|
| Project: Inland Rail – Narrabri to North Star | Date: 25/1/2022 | Time: 0730 - 1530 |
| Client: ARTC | Inspection By: Steve Fermio | |
| Principal Contractor: Trans4m | Report No.: 220125 | Pages: 31 |
| Locations Inspected: Croppa Creek, Gil Gil Creek, Milguy | | |
| Issued to: ARTC, Trans4m | | |
| Weather conditions: Fine and hot | | |
| Attendees: Trans4m: Michael Matthews, Luke Trickett | | |
| <p>OVERVIEW</p> <p>The sites inspected were generally well maintained (with exception of Gil Gil Creek area) with appropriate ERSED controls in place which appear to have held up well over the Christmas break.</p> <p>Work is still required to improve the establishment, continuity and maintenance of No Go Zone fencing throughout worksites.</p> <p>Photos are provided in Section 2.</p> <p>SUMMARY OF KEY FINDINGS:</p> <ul style="list-style-type: none"> • Croppa Creek: North embankment exposed soil slope – check against ESCP and apply additional controls as necessary • Gil Gil Creek: Housekeeping, clean-up of waste and other materials and maintenance of silt fence required at site office area plus continuation of no go zone flagging near laydown area • Gil Gil Creek: Refuelling of excavator observed taking place within 50m of Gil Gil Creek (refuelling ceased at time of inspection). • Gil Gil Creek: Overflowing concrete washout pit requires emptying and reinstatement if continued use required. • Milguy: Upstream culvert bund at chainage partially (minor) damaged, requires reinstatement. • Milgu: No Go Zone flagging requires reinstatement. | | |

The current status of previous site inspection and plan review findings are set out in Sections 4 and 5 below. As this was the first ER inspection for 2022 the focus was on inspecting active Stage 3 sites and as a result no CEMP/sub plan review was undertaken.

SECTION 2 – SITE INSPECTION

| ISSUE PRIORITY LEVEL & DEFINITIONS | |
|------------------------------------|--|
| High | May potentially result in a significant/major environmental incident/damage. Must be addressed immediately or within timeframe as agreed / advised at time of inspection. |
| Medium | May potentially result in a medium/moderate environmental incident/damage. Must be addressed within 3 business days or within timeframe as agreed / advised at time of inspection. |
| Low | Observation not classified as high or medium risk but still needs to be rectified in a timely manner. Must be addressed within 5 business days or as agreed / advised at time of inspection. |
| O | Observation for further consideration. |

| | |
|---|--|
|  | <p>Observation of good practice. No corrective action required.</p> |
|---|--|

| Ref | Photo / Location | Finding | Priority | Status |
|--|--|--|----------|----------------------------|
| INLAND RAIL PROJECT – NARRABRI TO NORTH STAR | | | | |
| <p>20220125-199</p> <p>Lon:150.310</p> <p>Lat:-29.115</p> <p>Croppa Creek</p> |   | <p>Confirm ESCP requirements regarding exposed soil on north abutment and consider stabilization and additional controls at toe of slope until this area covered with rock</p> | Medium | <p>heritage</p> <p>TBA</p> |

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

20220125-198

Lon:150.310

Lat:-29.115

Croppa Creek



Area identified as requiring rehabilitation at previous ER inspection on 15/12/21 has now been revegetated



NA

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

20220125-197

Lon:150.310

Lat:-29.115

Croppa Creek



Material washed from piling pad during previous overtopping events now visible along bed and banks of Creek. To be removed as part of piling pad removal.

Note

Timing TBA

20220125-196

Lon:150.310

Lat:-29.115

Croppa Creek



Geofabric placed over loose material on downstream face of piling pad. Action arising from 15/12/21 ER inspection



NA

20220125-195

Lon:150.252

Lat:-29.271

Gil Gil Creek



Housekeeping, clean up of waste and other materials and maintenance of silt fence required

Low

TBA

20220125-194

Lon:150.252

Lat:-29.270

Gil Gil Creek



Reinstatement, continuation of No Go flagging tape around perimeter of laydown area required

Low

TBA

20220125-193

Lon:150.251

Lat:-29.272

Gil Gil Creek



Refueling of excavator observed taking place within 50m of Gil Gil Creek.

Refueling activity was ceased at time of inspection. Additional Tool Box, Site Poster and Induction related actions to be implemented

High

TBA

20220125-192

Lon:150.250

Lat:-29.274

Gil Gil Creek



Overflowing concrete washout pit.
Concrete was dry at time of
inspection.

Concrete to be removed and
disposed of appropriately and pit
reinstated if required.

High

TBA

20220125-191

Lon:150.231

Lat:-29.305

Milguy

Chainage 712.58



Upstream culvert bund at chainage
partially damaged, requires
reinstatement

Low

TBA

20220125-190

Lon:150.231

Lat:-29.305

Milguy

Chainage 712.58



Downstream culvert geofabric wrapped rock check bund in good condition



NA

20220125-189

Lon:150.226

Lat:-29.313

Milguy



Downstream culvert geofabric wrapped rock check bund in good condition



NA

20220125-188

Lon:150.226

Lat:-29.313

Milguy



No Go Zone flagging requires
reinstatement

Low

TBA

20220125-187

Lon:150.218

Lat:-29.328

Milguy



Scour rock placed on upstream
side of culvert



NA

20220125-186

Lon:150.209

Lat:-29.343

Milguy





Rock check dams in drainage





NA

SECTION 3 – NO PLAN REVIEW TOOK PLACE DUE TO ALL DAY ER SITE INSPECTION

SECTION 4: OPEN ISSUES / ACTIONS FROM PREVIOUS SITE INSPECTIONS

| Ref | Photo / Location | Finding | Priority | Status (including close out evidence) |
|---|---|---|------------|--|
| <p>INLAND RAIL PROJECT – NARRABRI TO NORTH STAR</p> <p>20210908-119</p> <p>Lon:149.819</p> <p>Lat:-29.636</p> <p>Tycannah Creek</p> |   <p>Maxar Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p> | <p>Geofabric covering embankment batter to prevent material washing over edge of bridge prior to being cut back to final shape</p> <p><i>Finding: Design process to be reviewed to understand how constructability factored in (or not) & any lessons learned arising</i></p> | <p>Low</p> | <p>QLD heritage Batter slope cut back from edge (MR to send photos).</p> <p>12 & 19/9 Engineers and Site Supervisors and Superintendents meetings the risk of personal \$15K fines for individuals who polluted waters or otherwise breached EPL and CoA conditions was outlined.</p> <p>6/10: Meeting with IR DJV representatives scheduled for week of 11/10 to discuss</p> <p>20/10: Meeting with IR DJV to be scheduled for week of 25/10 to discuss</p> <p>17/11: Further information has been provided to ER by IR DJV for consideration</p> <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 & IRDJV to take place on 16/12 to discuss issue and provide feedback to ER</p> <p>25/1: ARTC to provide update at 9/2 ER inspection</p> |
|--|--|--|--|--|

| Ref | Photo / Location | Finding | Priority | Status |
|---|--|--|--------------------|---|
| <p>20211215-182</p> <p>Lon:150.306</p> <p>Lat:-29.125</p> <p>Croppa Creek Level Crossing</p> |   | <p>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</p> | <p>Observation</p> | <p>CLOSED</p> <p>Relocated to approved MAF site to the north prior to Xmas closedown</p> |

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

CLOSED

Area stabilized with soil binder and seeded prior to Xmas (see photo in Section 2 above)

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

CLOSED

Covered with geofabric on 16 Dec (see photo in Section 2 above)

| SECTION 5: PREVIOUS PLAN REVIEW FINDINGS | | | |
|--|---|--|---|
| STAGE | REQUIREMENT | FINDING / COMMENT | CLOSE-OUT ACTION PROPOSED / IMPLEMENTED |
| SOIL AND WATER MANAGEMENT PLAN | | | |
| CL15 | Storage of hazardous materials on-site will be limited to only that considered necessary. All hazardous and flammable materials will be stored in secure, bunded and well-ventilated facilities (i.e. self-bunded chemical storage container or equivalent) and in accordance with "AS1940 The storage and handling of flammable and combustible liquids". Safety Data Sheets, adequate firefighting equipment and spill kits will also be located in close proximity to the storage area | This has been observed on previous ER inspections and photo provided in table below. | Focussed audit to be undertaken with safety team. 25/8: Outstanding 8/9: To be undertaken on the Saturday HSE superintendent, EM combined management HSE inspection 20/10: Outstanding 3/11: Outstanding 25/1: 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 25/1: Outstanding |
| COMMUNICATIONS STRATEGY | | | |
| Table 6 | Physical presence locations | OFI Suggest including Moree Project office as one of the physical presence locations in next revision of Strategy | 20/10: Mikaela Richardson to check status of revised Strategy with Mel Elms 3/11: Comms Strategy currently being reviewed with submission to DPIE expected in Nov 2021 25/1: Outstanding |
| Table 7 | Project factsheet displayed on project website | OFI Project factsheet is not easy to locate on Project website. Consider making available closer to project landing page | |

| | | | |
|--|---|---|--|
| Table 7 | Site hoarding: Hoarding and fencing wrap will identify the project, provide project contact information and offers the opportunity to promote key project messages. Hoarding will be used in publicly visible areas such as roads and towns. | OFI No project hoarding / fencing wrap is currently in use due to relatively remote / hidden nature of most worksites. Moree Station works are likely to be the only site where such hoarding could be used. Consider amending Strategy in next revision to reflect this if required. | |
| Figure 4 | Steps 3 and 4 provide for senior project team review of unresolved complaints and opportunity for mediation of unresolved complaints | OFI The trigger for offering mediation in the case of unresolved complaints is unclear in the Figure 4 process. It is recommended that the process be amended / clarified to require that mediation be offered in the event of any unresolved complaint, and that in the event such mediation is not taken up by the complainant, that the complaint can then be closed out. | |
| BIODIVERSITY MANAGEMENT PLAN | | | |
| B33 | Designs for works within or near watercourses will provide for the retention of natural functions and maintenance of fish passage in accordance with Why do fish need to cross the road? Fish passage requirements for waterway crossings (<i>Fairfull and Witheridge, 2003</i>). | EIS does not identify the streams in the project area as high value fish habitat due to their ephemeral nature. The larger creeks like Croppa, Gil Gil, Gurley have bridges, not Tycannah. | Requirement may apply to Tycannah Creek and will be discussed at meeting with IR DJV during week of 11/10 20/10: Meeting with IR DJV to be scheduled for week of 25/10 17/11: Further information received from IR DJV for consideration 15/12: Meeting to be held on 16/12 to further discuss issue with IRDJV and provide feedback to ER 25/1: Outstanding |
| PEST AND WEED MANAGEMENT PLAN IMPLEMENTATION REVIEW | | | |
| 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 25/1: Outstanding |
| PW9 | Further washdown of vehicles, plant and equipment will be conducted when transferring between landholdings within the project area. | As per above | |

| Traffic, Transport and Access Management Plan | | | |
|---|---|--|--|
| 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> | <p>Consider amending meeting frequency to reflect current as needs basis meetings if agreed by Councils and TfNSW</p> <p>25/1: Outstanding</p> |
| Section 6.1 | <p>“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.”</p> | <p>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</p> | <p>Consider amending meeting frequency to reflect current as needs basis meetings if agreed by Councils and TfNSW</p> <p>25/1: Outstanding</p> |
| 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"> • Bellata at Ch 602,900 inside the CIZ (to be confirmed by ARTC landowner agreement); and 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</p> | <p>Amend next revision of TTAMP to remove reference to Bellata CAF</p> <p>25/1: Outstanding</p> |
| 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</p> | <p>It is not proposed to implement the TBAS system on the project.</p> | <p>This section should be revised in the next revision of the TTAMP to reflect the current situation regarding this initiative.</p> <p>25/1: Outstanding</p> |

| | possible. A list of existing Bus Routes that are expected to operate along the SP1 alignment are noted in Appendix D.” | | |
|--|---|--|--|
| 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"> • Incidents; • Initiatives; • Resource use intensity metrics; and • Environment impacts internal audit outcomes and monthly Global Mandatory Requirements (GMR) Assessments. 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 |
| 8.5 | 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 |
| 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"> • Noise and vibration; • Water usage; • Air quality; and • Physical condition of local roads. 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 | 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. |


INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

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| | a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program (6 monthly). | | |
| 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 |
| | Compliance tracking report 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. | There is no evidence of this having occurred | TBA |
| | Weekly Site inspection reports Environmental inspection report Submitted to the Trans4m Rail Project Director, Environment Manager, Construction Manager and Supervisor. | There is no evidence of this having occurred | TBA |
| | Monthly Management reports Progress reports including non-conformances, issues and corrective actions submitted to the Trans4m Rail Project Director. | 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 6: AUTHORISATION

Name: Steve Fermio

Position: Environmental Representative

Signature: 

Date: 28/1/2022

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

Next inspection to be Wed 9/2/22.

APPENDIX D – CEMP REVIEW SCHEDULE

| NZNS CEMP - Sub Plan Implementation Review Schedule | | | | | | | | | | | |
|---|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| CoA | Document | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV |
| Lessons Learned Workshop | Trans4m to host process | x | | | | | | | | | |
| A21 | MAF approvals | | x | | | | | | | | |
| B1/B6 | Communication Strategy & Complaints Management System | | | | | x | | | | | |
| C1/C2 | Construction Environmental Management Plan (CEMP) | | | | | | x | | | | |
| C4/8 | Traffic and Transport Management Plan | | x | | | | | | | | |
| C4 | Construction Noise and Vibration Management Sub Plan & OOHV Protocol | | | | | x | | | | | |
| C4/9 | Biodiversity Management Sub Plan | | | x | | | | | | | |
| C4/10 | Soil and Water Management Sub Plan | | | | x | | | | | | |
| C4/11 | Heritage Management Sub Plan | | | | | | x | | | | |
| C12 | Flood Emergency Management Sub Plan & Site Specific Flood Preparation Plans | | | | x | | | | | | |