

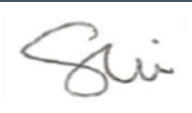

# INLAND RAIL – NARRABRI TO NORTH STAR – SSI 7474

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ER MONTHLY REPORT

FEBRUARY | 2022

## Authorisation

|                     |   |                             |   |
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| <b>Date:</b>        | 7/3/22  | <b>Date:</b>                | 7/3/22  |

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**Report Name:** Inland Rail N2NS – SSI 7474 – ER Monthly Report – February 2022

**Project No.:** 136

**Prepared for:**  
The Planning Secretary

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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 February to 28 February 2022.

A site inspection took place on 9 February, however, due to inclement weather the site inspection scheduled for 23 February did not proceed. The 9 February inspection focussed on a familiarisation with the Stage 1 corridor area from Penneys Lane to the Newell Highway overbridge north of Narrabri. Minor site preparation, installation of environmental controls, slashing, survey and pre clearing ecological survey works were taking place at the time. The location of several proposed MAF sites were reviewed in the field and the establishment of the approved 10 Mile Creek MAF had commenced. Some additional minor erosion and sediment controls were required at the 10 Mile Creek MAF site. These were installed shortly after the inspection.

An environmental lessons learned from 2021 workshop was held on 23 February at the Moree Project office in lieu of the inspection. The workshop will be continued in March and the outcomes reported in the March monthly ER report. One of the key lessons identified at the workshop was the need to provide construction site supervisors with better tools, training and support to enable them to monitor and report on the condition of environmental controls in their work areas. This will be a key focus area for the project management team over 2022.

All bar one of the findings from ER inspections and sub plan reviews during 2021 have been closed out. This represents a commendable effort from the ARTC and Trans4m teams. The only remaining finding (Ref., 20210908-119), concerning the redesign of the culvert crossing wing walls at Tycannah Tributary, is currently progressing with rectification works planned for the April 2022 possession.

Revision 1 of the Construction Environmental Management Plan was endorsed by the ER on 25 February 2022 for submission to the Secretary for approval by ARTC.

Six negligible / minor environmental incidents were recorded by ARTC during February including four reported to various agencies.

There were 8 complaints recorded during February.



## 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 28 February 2022.

### 3. PROJECT ACTIVITIES

During February pre-construction work continued in Stage 1 and main construction in Stages 2 & 3 as outlined in Table 1 below.

#### 3.1 Minor construction ancillary facilities

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

- Alma Lane
- Bushes Access
- Mungle Creek
- Stage 2, Pad 2 (Updated)
- Calimpa Road

#### 3.2 Construction works, including upcoming works

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

Table 1: Construction works, including upcoming works

| February 2022 – Works Completed   | March 2022 – Works Planned   |
|---|--|
| <p><u>Stage 1 (CH574.700 - CH625.000)</u></p> <p>Early works includes:</p> <p>Pre-Clearing Surveys</p> <p>Preparation of approval for Ancillary Facilities</p> <p>Preparation of Erosion &amp; Sediment Control Plans, Site Environmental Plans, etc</p> <p>Commencement of Environmental Monitoring (i.e. Noise, Dust, Weather Station)</p> <p>Slashing and weed management activities</p> <p>Establishment of Environmental Controls (i.e. No Go Zone Signage, Erosion and Sediment Controls, etc).</p> <p>Ballast brushing works through Stage 1.</p> <p><u>Stage 2Ai (CH625.700 – CH641.900) &amp; Stage 2Aii (CH647.000 - CH658.000)</u></p> <p>Fence installation.</p> <p>Combined Services Route installation. Note: These works were ceased due to a FCWS find.</p> <p><u>Stage 3 (CH681.000 – CH760.500)</u></p> <p><u>Earthworks and Pavements</u></p> <ul style="list-style-type: none"> <li>- Topsoil has been stripped for all of Stage 3 (CH681.000 - CH760.499)</li> <li>- Bulk earthworks have been completed from CH681.000 – CH743.000 and are currently occurring between CH743.000 – CH760.499.</li> <li>- Capping material has been placed from CH681.000 – CH716.000.</li> <li>- Bottom ballast has been placed from CH681.000 – CH704.000</li> </ul> <p><u>Structures &amp; Drainage</u></p> <p>Demolition of existing and construction of new culverts occurring between CH681.000 – CH760.499. All culverts from CH681.000 - CH708.000 have been completed.</p> <p>Existing structures at Tackinbri and Mungle Creek Bridges have been demolished.</p> <p>Croppa Creek Bridge: Super T's have been placed and cast <i>insitu</i> deck commenced.</p> <p>Gil Gil Creek and Yallaroi Creek Bridges: Sub and super structures complete.</p> | <p><u>Stage 1 (CH574.700 - CH625.000)</u></p> <p>Survey set-out within Stage 1 FCWS Habitat.</p> <p>Establishment of No Go Zone Demarcation through Stage 1 FCWS Habitat.</p> <p>Slashing of groundcover both within and outside of potential Five Clawed Worm Skink Habitat.</p> <p>Establishment of priority Minor Ancillary Facilities within and outside of potential Five Clawed Worm Skink Habitat.</p> <p>Stripping of topsoil at priority locations, both within and outside of potential Five Clawed Worm Skink habitat.</p> <p><u>Stage 2Ai (CH625.700 – CH641.900) &amp; Stage 2Aii (CH647.000 - CH658.000)</u></p> <p>Fence installation.</p> <p>Continue with combined Services Route installation.</p> <p><u>Stage 3 (CH681.000 – CH760.500)</u></p> <p><u>Earthworks and Pavements</u></p> <ul style="list-style-type: none"> <li>- Continue bulk earthworks between CH743.000 – CH760.499.</li> <li>- Continue placing capping material from CH716.000 north.</li> <li>- Continue placing bottom ballast from CH704.000 north.</li> </ul> <p><u>Structures &amp; Drainage</u></p> <p>Continue with the construction of culverts from CH708.000 north.</p> <p>Croppa Creek Bridge: Pour the cast <i>insitu</i> deck.</p> <p><u>Rail Activities</u></p> <p>Continue placing sleepers from CH686.000, proceeding north at approx. 1km/day.</p> <p>Stockpiling of ballast, rail and sleepers along the northern extent of the alignment.</p> |

| February 2022 – Works Completed   | March 2022 – Works Planned |
|---|----------------------------|
| <u>Rail Activities</u><br>Rail stripping (i.e. rail, jewellery & sleeper removal) has occurred for all of Stage 3 (from CH681.000 - CH760.499).<br>Sleepers and rail have been laid from CH681.000 – CH686.000.<br>Stockpiling of ballast, rail and sleepers along the alignment. |                            |

### 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 February is provided in Table 2 below.

*Table 2: Community Engagement Summary*

| Engagement Channel and Volume        | Purpose  |
|--------------------------------------|--|
| 96 Emails and 2 Phone Calls          | Follow ups for LAA agreements, ONVR conversations and invitations, Stakeholder interactions  |
| 10 Website updates                   | Information session Narrabri to North Star Phase 1 and 2, Phase 2 EIS progress update, Croppa Creek bridge completion, Ballast train deliveries, Staying safe near construction sites, Local jobs and spending in Narrabri to North Star region, Temporary changes to Moree Xplorer timetable, Upcoming traffic changes, Construction update, The Vicarage Cafe in North Star. |
| 5 Meeting with Councils              | Indigenous Engagement meeting with MPSC, Council catch-up meetings with Moree Plains Shire Council, Moree LEMC meeting, Inland Rail Briefing to MPSC Councillors, Narrabri Shire Council Catchup.  |
| 17 Face to Face Stakeholder Meetings | Stage 1 landowners introductions with Trans4m, Stage 1 design and property meetings, Surveying contractor.   |
| 2 Community Info Sessions            | ONVR Noise and Vibration online session, LALC Local Traffic Consult  |
| 0 Media events                       | NA   |
| 1 Works Notification                 | Croppa Moree Road Level Crossing Upgrade   |
| 5 Agency Interactions                | 2 monthly Transport for NSW meetings, Telstra working group, LEMC and SES meetings.  |

There were eight complaints recorded in February 2022 (compared to 1 in January 2022), five of which are yet to be closed out. The current complaints / enquiries register is provided at Appendix A.

### 3.4.1 Incidents

Six environmental incidents (compared to thirteen in January 2022) were recorded by ARTC during February including:

- One negligible environmental incident concerning the overtopping of Croppa Creek Tributary and Buckie Road level crossing (reported to DPE)
- One minor environmental incident concerning a concrete spill on County Boundary Road (reported to DPE and EPA)
- Two unexpected FCWS finds reported to DPE and DAWE
- One non reportable negligible environmental incident concerning an oil spill at the Coolearlee Siding
- One non reportable negligible environmental incident concerning a hydraulic spill on Wongabindi-Roydon Road

### 3.4.2 Non-compliances

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

## 3.5 Lessons learned

An environmental Lessons Learned Workshop from 2021 was facilitated by Trans4m and ARTC using the Collective Insight process. Senior Trans4m construction team participated in part to help shape and identify ways to help support the implementation of these actions.

The Workshop will be completed at the next ER inspection in March and the details included in the March ER Monthly Report.

## 4. ER ACTIVITIES

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

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

#### 4.1.1 Information / advice requests

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

- Endorsed Revision 1 of the CEMP
- Crooble Ballast MAF checklist
- Tackinbri Creek MAF checklist
- Galathera Lane MAF checklist
- Boggy Creek MAF checklist
- 596.9 MAF checklist
- Croppa Creek – North Star Road MAF checklist
- 578 MAF checklist

#### 4.1.2 Ancillary facilities

There were five MAFs approved by the ER in February at:

- Bushes Access
- Mungle Creek
- Stage 2, Pad 2 (updated)
- Calimpa Road
- Croppa Creek – North Star Road (updated)

### 4.2 Environmental management plans and programs

#### 4.2.1 Development

The CEMP and sub plans for the Project were approved by the Secretary's nominee on 7 April 2021. All of the sub plans have been revised and approved progressively since then. Revision 1 of the CEMP was endorsed by the ER in February.

#### 4.2.2 Implementation

No sub plan or CEMP review was undertaken in February.

### **4.2.3 Site inspections**

One site inspection took place on 9 February, (Appendix C) focussing on a familiarisation of the Stage 1 area prior to construction commencing there. All of the findings identified during the January site inspection have been closed out.

The only finding made during the 9 February inspection, concerning the need for additional erosion and sediment controls to be installed at the northern end of the 10 Mile Creek MAF, was closed out in February.

### **4.2.4 Audits**

The second Independent Audit of the Project, required under CoA A36, was concluded in February and the preliminary findings from the audit were outlined by ARTC at a presentation on the 23 February ER inspection.

### **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 February 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 9 February, however, due to inclement weather the site inspection scheduled for 23 February did not proceed. The 9 February inspection focussed on a familiarisation with the Stage 1 corridor area from Penneys Lane to the Newell Highway overbridge north of Narrabri. Minor site preparation, installation of environmental controls, slashing, survey and pre clearing ecological survey works were taking place at the time. The location of several proposed MAF sites were reviewed in the field and the establishment of the approved 10 Mile Creek MAF had commenced. Some additional minor erosion and sediment controls were required at the 10 Mile Creek MAF site. These were installed shortly after the inspection.

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## APPENDIX A – COMPLAINTS REGISTER

| No.  | Date received    | Time received/initiated | Method received       | Complaint Number | CM Unique Identifier | Avoidable/unavoidable | Chainage/suburb  | Complaint/Enquiry/Feedback | Nature of Complaint           | Number of people affected in relation to a complaint | Details of Complaint  | Response to Complaint   | Method of Response | Date Responded   | Time Responded/resolved | complaints escalation   | procedure/timeframe   | Status of Complaint |
|--|------------------|-------------------------|-----------------------|------------------|----------------------|-----------------------|------------------|----------------------------|-------------------------------|--|---|---|--------------------|------------------|-------------------------|---|---|---------------------|
| Week concluding 8th January - 0 complaints received  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 15th January - 1 complaints received |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 14 January 2021  | 5pm                     | Guley Site operations | 20756            |                      |                       | 635km            | Enquiry                    | info request re: gurley trial | 1  | Enquiry regarding Gurley Site operation during formation trial.   | Detailed conversation and approach agreed by Site Operator and Construction Manager. Stakeholder satisfied with response from team.   | Face2Face          | 14 January 2021  | 5.45pm                  |   |   | Closed out          |
| Week concluding 22nd January - 0 complaints received |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 29nd January - 1 complaints received |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 27 January 2021  | 3pm                     | hotline               | 13067            |                      |                       | Moree            | Complaint                  | Native title                  | 1  | Complainant indicated we are trespassing and not talking to her or her family.  | Inland Rail have spoken to the Stakeholder regarding Native Title concerns. Landowner is known to Inland Rail and has spoken on a number of occasions. Stakeholder satisfied with response.<br>Inland Rail remains open to ongoing consultation with an effort to reach a resolution.   | Telephone call     | 27 January 2021  | 4pm                     |   |   | Closed out          |
| Week concluding 5 February - 2 complaints received   |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 3 February 2021  | 3.48pm                  | email                 | DPIE             |                      |                       | Moree            | Enquiry                    | Local Business Engagement     | 1  | Enquiry: Local Moree contractor, inquiring as to the degree of local tenders being accepted by Trans4m Rail. There was the suggestion made that perhaps they weren't 'walking the talk'.  | IR provided response to the Department outlining procurement process/steps being undertaken by IR's contractor (Trans4m Rail). Stakeholder satisfied with response.   | Telephone call     | 4 February 2021  | 5.34pm                  |   |   | Closed out          |
| 2  | 25 January 2021  | 2.49om                  | email                 | 12933            |                      |                       | Croppa Creek     | Enquiry                    | Telecommunications            | 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 February 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 February 2021 | 3pm                     |   |   | Closed out          |
| Week concluding 19 February - 0 complaints received  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 26 February - 1 complaint received   |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 22 February 2021 | 9am                     | hotline               | 39662            |                      |                       | Moree            | Enquiry                    | Local Business Engagement     | 1  | Enquiry into local Indigenous employment and supplier opportunities.  | IR requested the contractor speak to the complainant to outlining procurement process/steps being undertaken by the contractor.   | Face2Face          | 23 February 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 March 2021     | 10am                    | IR CH commuunicated to stakeholderr and offered F2F meeting and not taken up within 28 days   |   | Closed out          |
| Week concluding 12 March - 0 complaint received      |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 19 March - 0 complaint received      |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 26 March - 0 complaint received      |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 01 April - 0 complaint received      |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 09 April - 1 complaint received      |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 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 April 2021     | 2pm                     |   |   | Closed out          |
| Week concluding 16 April - 1 complaint received      |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 24 April - 0 complaint received      |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 30 April - 1 complaint received      |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 29 April 2021    | 10.15am                 | Phone-in - community  | 13067            |                      |                       | Moree            | Complaint                  | Native title                  | 1  | Stakeholder raised an issue regarding a cultural heritage issue in Moree –that others are working on country without knowledge or appropriate approval. IR have spoken to this stakeholder regarding the same issue previously.   | IR explained that the guidelines provided for the cultural Heritage investigations and urged her to contact NTSCorp (lawyers for the NT applicant) to discuss with them.  | Phone - out        | 29 April 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 commuunicated to stakeholderr and offered F2F meeting and not taken up within 28 days | Closed out          |
| Week concluding 7 May - 1 complaint received         |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 30 April 2021    | 10am                    | email                 | 22876            |                      |                       | PALLAMALLAW      | Enquiry                    | Flooding impacts              | 1  | During the recent flood event, stakeholder had ballast through his paddock and a blocked culvert.   | Inland Rail asked Trans4m Rail to go on site, inspect and remove excess ballast. This occurred on Tuesday and farm manager has sign off on the works.   | Face2Face          | 2 May 2021       | morning                 |   |   | Closed out          |
| Week concluding 14 May - 2 complaints received       |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 13 May 2021      | 4pm                     | Hotline               | 49130            |                      |                       | Moree            | Complaint                  |                               | 1  | Stakeholder accusation of a threat of physical violence from an identified contractor employee.   | Accused individual has not worked for the contractor for several weeks. Recommended that they go to the police.   | call               | 13 May 2021      | 6pm                     |   |   | Closed out          |
| 2  | 10 May 2021      | 9am                     | Social PinPoint       | 13665            |                      |                       | PALLAMALLAW      | Enquiry                    | Flooding impacts              | 1  | Stakeholder provided photos of a blocked culvert and missing ballast due to flooding. Requested better/more culverts in the area.   | The culverts at Coolleearlee will be unblocked as soon as possible.<br>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 May 2021      | 11am                    |   |   | Closed out          |
| Week concluding 21 May - 1 complaints received       |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 14 April 2021    | 2pm                     | Call to Contractor    | 20801            | 7521                 |                       | Crooble          | Enquiry                    | Noise and Vibration           | 1  | Stakeholder would like to better understand if vibration from the trains post construction and how it may affect/damage his house.  | Stakeholder informed that home will not be affected vibration or only to a negligible degree, well short of risking damage to his house. Follow up meeting to be scheduled when stakeholder is the area to explain further.   | email              | 19 May 2021      | 3pm                     |   |   | Closed out          |
| Week concluding 28 May - 0 complaints received       |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 06 June - 0 complaints received      |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 11 June - 0 complaints received      |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 18 June - 0 complaints received      |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 15 July 2021     | 12noon                  | email                 | 12763            | 23                   |                       | NS               | Complaint                  | interruption to farming       | 1  | Request for compensation for livestock injury due to laydown and rail.  | Compensation in review.   |                    | 17/09/2021       |                         | Escalated to procurement and compensation amount accepted   | Invoice processed 17 Sept with 7 day payment as per normal ARTC payment procedure           | Closed out          |
| Week concluding 25 June - 0 complaints received      |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 21 July 2021     |                         | SMS                   |                  | 25                   |                       | Croppa Creek     | Complaint                  | Noise                         | 1  | Request for noise mitigation due to construction.   | ARTC noise mitigation is for operational noise not construction. Various informal discussions (29/10) occurred with Peter regarding options. Some of these included:<br>•Window glazing (not supported until noise assessment undertaken),<br>•Alternative accommodation and;<br>•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.<br><br>A formal discussion on fencing around the workers accommodation still needs to occur. | F2F                | 29 October 2021  |                         | Landowner meeting on 26/11 - agreed on fencing mitigation for house. IR advised operational noise and vibration assesment 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 July 2021     | within the hour         |   |   | Closed out          |
| Week concluding 9 July- 0 complaints received        |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 16 July- 0 complaints received       |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 23 July- 1 complaint received        |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 18 July 2021     | 10pm                    | email                 | 12017            |                      |                       | 723km            | Complaint                  | Flooding impacts              | 1  | Stakeholder would like black soil road repaired after Contractor used heavy vehicles on after heavy rain.   | Contractor advised the site inspected then a potential grade undertaken Friday 23 July or early next week pending dry weather. Contractor to determine if wash out points also need some gravel dumped.   | call               | 19 July 2021     | 11am                    |   |   | Closed out          |
| Week concluding 30 July- 1 complaint received        |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 23 July 2021     | Noon                    | email in              |                  | 24                   |                       | Gil Gil Creek    | Complaint                  | Flooding impacts              | 1  | ROAD DAMAGE GSC - GIL GIL CREEK RD - TRUCK ON WET ROAD.   | On-site inspection to occur once rain stops. Alex Eddy has agreed to assess impacts on Monday 26 July.  | email              | 23 July 2021     | 2pm                     |   |   | Closed out          |
| Week concluding 6 August - 0 complaint received      |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 13 August - 0 complaint received     |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 0  |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| Week concluding 20 August - 4 complaint received     |                  |                         |                       |                  |                      |                       |                  |                            |                               |  |   |   |                    |                  |                         |   |   |                     |
| 1  | 17/8/2021        | 1pm                     | Call in               | 12036            | 29                   |                       | Tackinbbri Creek | Complaint                  | Unauthorised access           | 1  | Gate was left open in one of his stock paddocks when no access permission given.  | Information passed onto construction crews immediately. IR met landowner to determine fencing requirements, contractor briefed internally importance of gates being closed.   | Call in            | 19/8/2021        | 10am                    |   |   | Closed out          |

|  |                   |         |                           |       |       |             |                        |           |  |     |  |  |                            |                           |          |  |   |            |
|--|-------------------|---------|---------------------------|-------|-------|-------------|------------------------|-----------|--|-----|--|--|----------------------------|---------------------------|----------|--|---|------------|
| 2  | 17/8/2021         | 9am     | Call to contractor        | 12603 | 28    |             | Croppa Creek           | Complaint | Covid  | 1   | Stakeholder believes that construction should halt due to Covid lockdown as new people coming to down poses an unacceptable risk.  | Response did not allay concerns. While Contractor is working lawfully, this has not satisfied landowner.   | Call in                    | 17/8/2021                 | 9am      |  |   | Closed out |
| 3  | 16/8/2021         | 12noon  | Call to contractor        | 14371 | 27    |             | Tycannah Creek         | Complaint | interruption to farming                                  | 1   | Gate left open.  | Contractor internal briefing: highlighted importance of gates being closed. Landowner informed of briefing.  | SMS                        | 17/8/2021                 | 9am      |  |   | Closed out |
| 4  | 17/8/2021         | 11am    | SMS to contractor         | 46729 | 30    |             | Mardel                 | Complaint | interruption to farming                                  | 1   | Contractor dewater pipe is flooding paddock.   | Contractor Environment team relocated the pipe. Informed landowner.  | Contractor called out      | 19 August 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 Gil Gil Creek Road between County Boundary and Oregon Road, and damage we already discussed on Crooble Road/Yamboon Lane.   | Contractor to review Maintenance Dilapidation records in conjunction with an assessment of current road condition. Council, IR and Contractor to meet onsite on Tuesday 14th September to assess damage and resolve next steps.  | Meeting on site            | 14 September 2021         | 1pm      | IR, Contractor and GSC have an agreed roads maintenance approach and implemented an ongoing monitoring procedure   | Met Oct 6th, next meeting Oct 20th - Contractor Actions: establish critical routes, Tour of Stage 2, Provide Construction info pack,  | Closed out |
| 2  | 2 September 2021  | 2pm     | Visited Moree Office      | 88990 | 36    |             | Croppa Moree Road      | Complaint | Rubbish  | 1   | Stakeholder - there is an increase in rubbish on the side of the road along Croppa-Moree Road.   | Contractor raised concerns of general waste - staff were issued with a reminder in tool box meetings and via email 'please ensure all rubbish is placed in bins. It is everyone's responsibility to keep all work sites clean.   | Contractor Face to face    | 10 September 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  |             | Tackinbbri Creek       | Complaint | Survey impacts   | 1   | Survey Pegs were placed/found in cropping land and placed without permission. Landowner removed pegs.  | Contractor called stakeholder on September 22nd - 2 (concrete) control marks were placed near LX3166 without permission. They were removed Wed 21st.   | Call from Contractor       | 21 September 2021         | 2pm      |  |   | Closed out |
| 3  | 17/09/2021        | 10am    | F2F                       | 37313 | 7522  |             | Moree                  | Complaint | General  | 1   | IR Rep and Member for Parkes were approached by a concerned stakeholder. Stakeholder raised local Indigenous and Cultural Heritage issues. Quite agitated. Stakeholder is well known (and within IR and Trans4m Rail teams) for her vocal approach to the project.   | IR suggested that they set up a meeting with stakeholder and MP to discuss concerns. Key messages to be prepared by IR for the meeting when requested.   | F2F                        | 17/09/2021                | 10am     | Action sits outside IR - Meeting set for member for Parks Office -   | IR will wait to receive formal corro from MP's Office   | Closed out |
| Week concluding 24 September - 0 complaints received - NEW AUDIT SYSTEM - NEW COLUMNS F, Q and R added |                   |         |                           |       |       |             |                        |           |  |     |  |  |                            |                           |          |  |   |            |
| 0  |                   |         |                           |       |       |             |                        |           |  |     |  |  |                            |                           |          |  |   |            |
| Week concluding 1 October - 0 complaints received  |                   |         |                           |       |       |             |                        |           |  |     |  |  |                            |                           |          |  |   |            |
| 0  |                   |         |                           |       |       |             |                        |           |  |     |  |  |                            |                           |          |  |   |            |
| Week concluding 8 October - 1 complaints received  |                   |         |                           |       |       |             |                        |           |  |     |  |  |                            |                           |          |  |   |            |
| 1  | 6th October 2021  | 5pm     | Hotline                   | 58704 | 7525  | Avoidable   | Pallamallawa           | Complaint | Social Cost  | 1   | Contractor staff driving through Pallamallawa at excessive speeds and not complying with Covid regulations at the pub.   | After contractor talked to complainant, contractor raised internally, road safety/speed focus on internal meetings with reference to specifics in the complaint.   | Call                       | 10 July 2021              | 1300     |  |   | Closed out |
| Week concluding 15 October - 2 complaints received   |                   |         |                           |       |       |             |                        |           |  |     |  |  |                            |                           |          |  |   |            |
| 1  | 11th October 2021 | 10am    | Email                     | 7526  | 12086 | Avoidable   | Colleeearlee Creek     | Complaint | Access/Survey  | 2nd | Landowner has refused access to his property and roads due to survey pegs placed in Cropped Land (possibly ARTC owned land) - same complaint as row 85, pegs 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 |             | CROOUBLE/YAMBOON RD LX | Complaint | Road damage  | 1   | lack of signals at closed level crossing with large hole in the road.  | Contractor talked to stakeholder to confirm that traffic signage was in fact installed - Contractor emailed copy of traffic management plan to Gwydir Council - Internal comms to ask earthworks team to inform traffic control team of changes in road quality  | Call                       | 10 August 2021            | 11am     | none   |   | Closed out |
| Week concluding 22 October - 1 complaints received   |                   |         |                           |       |       |             |                        |           |  |     |  |  |                            |                           |          |  |   |            |
| 1  | 21/10/2021        | 5pm     | Call to contractor        | 7528  | 58704 | Avoidable   | Pallamallawa           | Complaint | Social Cost  | 1   | Repeat complaint and complainant: (row 92) Speeding in Pallamallawa  | Further Contractor briefing on the issue, with contractor project director highlighting it's importance for social contract. Community meeting planned in the area and will be incorporated into the agenda  | Voice Mail from Contractor | 21/10/2021                | 5pm      | IR advised that there will be a community info session 8th Nov, and to list license plates of suspected speeding vehicles  | Community Information Session planned Nov 8th   | Closed out |
| Week concluding 29 October - 7 complaints received   |                   |         |                           |       |       |             |                        |           |  |     |  |  |                            |                           |          |  |   |            |
| 1  | 25/10/2021        | 2pm     | Call to contractor        | 7533  | 20802 | Avoidable   | Colleeearlee Creek     | Complaint | interruption to farming                                  | 1   | Star Picket found on ground - picked up by header  | Contractor apologised for the incident. Contractor Enviro team are undertaking works to remove pickets near crops. Stakeholder confirmed they removed others. Contractor to inform IR when works are 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  | ?     | Avoidable   | Gwydir Highway         | Complaint | Road Safety  | 1   | Cyclist concerned about driver behaviour   | Contractor investigated and advised stakeholder that speed and driver behavior education program is ongoing  | Call                       | 27/10/2021                | 2pm      | Contractor contracted stakeholder and council to ensure safety and wellbeing of stakeholder was followed up. Safety investigation confirmed no further follow-up required  |   | Closed out |
| 3  | 27/10/2021        | 11am    | SMS to contractor         | 7536  | 12017 | Avoidable   | Croppa Creek           | Complaint | Access/Survey  | 1   | Stakeholder informed contractor that the location of Survey Pegs on road alignment hazardous for tires   | Contractor advised stakeholder to remove any pegs and a staff member will be onsite tomorrow to remove any more. Contractor working with survey team to find better solution which is not a risk to machinery.   | Call                       | 27/10/2021                | 7pm      | No escalation, landowner satisfied with removal of pegs, no further issue with contraction pathway   |   | Closed out |
| 4  | 26/10/21          | 11am    | Email to contractor       | 7535  | 13702 | Avoidable   | Colleeearlee Creek     | Complaint | interruption to farming                                  | 1   | Driving outside Boundaries into paddock, blocked dam blocking access to paddock, overloaded telecomms, weeds in the corridor,.   | Boundaries: adding additional flagging today; Dam: Raised with earthworks super; Telecoms: well known issue, senior leadership aware, no immediate solution; Weeds: Contractor will spray this week. 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. | Contractor sent email      | 28/10/2021                | 11am     | Stakeholder concerns escalated to Contractor and IR Directors. Mitigation measures agreed with stakeholder. Ongoing reviews required   | Landowner meeting required w/c 6/12   | Ongoing    |
| 5  | 25/10/2021        | Noon    | Call                      | 7537  | 12036 | Avoidable   | Tackinbbri Creek       | Complaint | Unauthorised access                                      | 1   | Stakeholder concerns with contractor use of private road   |  | Call                       | 25/10/2021                | Noon     |  |   | Closed out |
| 6  | 27/10/2021        | 5pm     | Email in                  | 7538  | 58972 | Avoidable   | Belatta                | Complaint | interruption to harvest                                  | 1   | Interruption to electricity on scheduled EE outage in the Belatta zone, resulting in disruption GrainCorp/harvest operations.  | Outage postponed until March-2022.   | Email out                  | 28/10/2021                | 4pm      |  |   | Closed out |
| 7  | 29/10/2021        | 11am    | Email in                  | 7539  | 13702 | Avoidable   | Colleeearlee Creek     | Complaint | interruption to harvest                                  | 1   | Driving outside boundaries into paddock.   | Contractor informed stakeholder that flagging is to show boundary is being completed today, and will inform when they are finished. The issue will be raised at internal meetings to highlight issue and landholder concerns.  | Email out                  | 29/10/2021                | 11am     | Stakeholder concerns 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 | Avoidable   | Moree                  | Complaint | Native title road safety/power outage/Harvest disruption | 1   | Cultural Heritage artifacts have been removed and should be displayed for tourism purposes. Stakeholder unhappy that she was not informed sooner about the laydown in the corridor at the entrance to her property affecting sight lines as she enters the highway. She also expressed concern about the 5th Nov power outage affecting harvest. | Artifacts are stored in Sydney and will be returned.   | Call                       |                           |          | Escalated to Cultural Heritage SME   | CH spoke to stakeholder on 11 Nov 3rd - discussed their ongoing issues and provided feedback on the outcomes of our investigations and the process  | Ongoing    |
| 2  | 2 November 2021   | 1pm     | Call                      | 7542  | 38425 | Avoidable   | Bobbiwaa               | Complaint |  | 1   |  | Informed stakeholder about delivery schedule and what will not be stored on the pad. Investigations will continue and will inform the traffic management plan.   | Email                      | 12 November 2021          | 3pm      |  |   | Closed out |
| 3  | 1 November 2021   | 11am    | F2F/attended media event  | 7543  | 37313 | Avoidable   | Moree                  | Complaint | Native title   | 1   | Stakeholder upset at recent Cultural Heritage incidents.   | Ongoing concerns - CH issues will be dealt at the program level.   | F2F                        |                           |          | Escalated to IR Cultural Heritage Manager for direct liaison with Stakeholder.   |   | Ongoing    |
| Week concluding 12 November - 3 complaints received  |                   |         |                           |       |       |             |                        |           |  |     |  |  |                            |                           |          |  |   |            |
| 1  | 9 November 2021   | 3pm     | F2F                       | 7545  | 59107 | Avoidable   | Moree                  | Complaint | Covid  | 1   | Moree shopkeeper asked Indigenous Trans4m Rail staff member to update him on recent travels relating to current COVID concerns in the community. Contractor staff took offence and was visibly agitated with the owner. Owner called IR to complain about contractor's 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 December 2021          | 3pm      |  |   | Closed out |
| 2  | 9 November 2021   | 11am    | SMS                       | 7546  | 13702 | Avoidable   | Colleeearlee Creek     | Complaint | interruption to harvest                                  | 1   | Holes/low spots left near level crossing caused by contractor truck movements creating risk to harvest truck movements - request for gravel to fill them.  | Contractor pumped water out of holes and will continue monitoring. Heavy rain expected.  | F2F                        | 10 November 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  | 9am     | SMS                       | 7548  | 7520  | Avoidable   | Tackinbbri 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 November 2021          | noon     |  |   | Closed out |
| Week concluding 19 November - 3 complaints received  |                   |         |                           |       |       |             |                        |           |  |     |  |  |                            |                           |          |  |   |            |
| 1  | 15 November 2021  | 9am     | Call to hotline and email | 7549  | 27906 | Unavoidable | Bumble Creek           | Complaint | Flooding, interruption to Farming                        | 3   | Extra water on little Bumble Creek causing standing water in paddock risking livestock.  | IR called stakeholder, arranging a face-to-face meeting on Monday onsite.  | Email and Call             | 15 November 2021          | 4pm      | IR and stakeholders met on site 26/11. Further investigations are required.  |   | Ongoing    |

|  |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
|--|------------------|--------|--|------|---------------|-------------|----------------------------|------------|---------------------------------|---|---|---|-----------------------|------------------|---------|---|--|------------|
| 2  | 18 November 2021 | 7pm    | email  | 7550 | 59260         | Avoidable   | Crouble                    | Complaint  | Social Cost                     | 1 | Speeding in Crooble, claim of trucks going 100kph in a 60 zone.   | Contractor addressed speeing in Tool box and internal briefing specifically addressing driver behaviours and community safety.  | Email and Call        | 2 December 2021  | 10.30am | no escalation required.                     |  | Closed out |
| 3  | 19 November 2021 | 12noon | email to DPIE  | 7551 | 59260         | Avoidable   | Moree                      | Complaint  | Covid                           | 1 | Aboriginal Elder stakeholder raised concerns about contractor covid requirements for worker/potential workers and that some workers don't have contracts stating leave and WHS requirements                             | IR responded to DPIE addressing concerns  | Email                 | 23 November 2021 |         | No further response required at t his stage |  | Closed out |
| Week concluding 26 November - 0 complaints received    |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
| 0  |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
| Week concluding 3 December - 0 complaints received     |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
| 0  |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
| Week concluding 10 December - 3 complaints received    |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
| 1  | 7 December 2021  | 2pm    | F2F with Contractor                                  | 7551 | 59381         | Unavoidable | North Star                 | Complaint  | LX Safety                       | 1 | Raised safety concerns/sight distances around Level Crossings near North Star School  | Contractor to provide further information regarding specific level crossing design and safety features and will involve local council to ask if clearing vegetation would improve sight lines. Contractor met school stakeholder on 16/12. Stakehdoer will promote safety messages in the school. | F2F with Contractor   | 7 December 2021  | 2pm     | Ir to Meet School and provide LX designs    |  | Ongoing    |
| 2  | 7 December 2021  | 3pm    | F2F with Contractor                                  | 7552 | 12037         | Unavoidable | North Star                 | Complaint  | Social Cost                     | 1 | Trucks are damaging local roads   | Contractor assured stakeholder that roads would be left as they were found or better ( as per agreement with council). Flooding conditions have damaged roads more than expected. Contractor to contact council to discuss current road conditions and develop a plan for maintenance.            | F2F with Contractor   | 7 December 2021  | 3pm     |   |  | Closed out |
| 3  | 8 December 2021  | 2pm    | Email to Contractor                                  | 7554 | 58520         | Avoidable   | Crooble Rd                 | Complaintt | Worker Behaviour                | 1 | Contractor speeding in Crooble. Request for better signage  | Email to inform stakeholder of measures to reduce speeding such as driver education programes   | Contractor email      | 8 December 2021  | 5pm     |   |  | Closed out |
| 4  | 9 December 2021  | 1pm    | F2F with Contractor                                  | 7553 | 12763         | Unavoidable | LX992                      | Complaint  | interruption to Farming         | 1 | Inability to cross rail due to closure of informal level crossing   | Fencing and gate design in the area being refined with ARTC and T4MR which would allow stock crossing at LX 922   | Meeting               | 7 December 2021  | 1pm     |   |  |            |
| Week concluding 17 December - 3 complaints received    |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
| 1  | 15 December 2021 | 12noon | Email to Contractor                                  | 7555 | 21796         | Avoidable   | Pallamallawa               | Complaint  | Social Cost                     | 1 | Stakeholder requested smaller speed limit and dust control on Stanester Rd  | Contractor has informed senior management who will provide oversight, SMS to all contractors asking to drive to conditions. request to the stakeholder to get number plates of offending vehicles.  | Email                 | 15 December 2021 | 12noon  |   |  |            |
| 2  | 22 December 2021 | 4pm    | F2F  | 7559 | 12763         | Avoidable   | 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 December 2021 | 12noon  |   |  | Closed out |
| 3  | 24 December 2022 | 5pm    | Email in   | 7558 | 12796         | Avoidable   |                            | 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 January 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         | Avoidable   | 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 January 2022  | 12noon  |   |  | Closed out |
| Week concluding 4 February - 1 complaints received     |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
| 1  | 28 January 2022  | 10am   | F2F with Contractor, Call in and F2F with Contractor | 7564 | 12036         | Unavoidable | Bushs Access RD            | Complaint  | Access to site                  | 1 | 3 engagements - 2 F2F and one call in re: same issue - Landowner is denying access to public road due to ongoing outstanding issues he has with the design affecting his land/farming                                   | Contractor passed on issues to ARTC. They are well known to ARTC discussions are continuing.  | F2F with Contractor   | 28 January 2022  | 10am    | Escatlated to ARTC Snr Management           |  | Ongoing    |
| Week concluding 11 February - 1 complaints received    |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
| 1  | 08 February 2022 | 2pm    | F2F with contractor                                  | 7574 | none recorded | Avoidable   | Wongabindie Road LX        | Complaint  | LX Safety                       | 2 | Stakeholders stated that the LX pads were flimsy when driving accross which creates a sizable gap between the pad. This risks some drivers missing the pads and fall between the tracks risking injury.                 | Sent to Contractor for rectification  | Call                  | 10 February 2022 | 2pm     |   |  | Closed out |
| Week concluding 18 February - 3 complaints received    |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
| 1  | 14 February 2022 | 6pm    | Email to Contractor                                  | 7576 | 32009         | Avoidable   | Croppa Creek               | Complaint  | Dust                            | 1 | landowner complainig about dust affecting business  | Additional mitigation measures (watercarts) on site. Notification also provided in Daily brief.   | Contractor email      | 15 February 2022 | 10am    |   |  | Closed out |
| 2  | 15 February 2022 | 3pm    | SMS to Contractor                                    | 7577 | 46832         | Avoidable   | Boolooroo Rest Area        | Complaint  | Social Cost                     | 1 | Stakeholder claims that IR ute (due to light on top) swiped stakehdoler car at speed, damaging wing mirror.   | Investigation indicated that this was not a Contractor Vehicle. Contractor still to decide response.  | Call from Contractor  | 15 February 2022 | 10am    |   |  | Ongoing    |
| 3  | 11 February 2022 | 2pm    | f2f  | 7579 | 70759         | Avoidable   | Between Narrabri and Moree | Complaint  | Biodiversity                    | 1 | Stakeholder noted that Parthenium (a Weed of National Significance) was being slashed up to the verge, dispite signage stating these are no-go zones. This weed's presence was not noted in the EIS.                    | Stop work order was issued immediately. IR to meeting stakeholder to agree on weed management measures and that stakeholder was asked to comment on the biodiversity plan and did not mention the presence of this protected weed.  | f2f                   | 11 February 2022 | 2pm     |   |  | Ongoing    |
| Week concluding 25 February - 1 complaints received    |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
| 1  | 23 February 2022 | 6pm    | Face to Face   | 7580 | 12036         | Unavoidable | Tikitare                   | Complaint  | Level Crossing                  | 1 | Stakeholder has level crossing design width issues and ongoing property concerns. Raised with senior management   | Discussions ongoing, Raised with senior management  | f2f                   | 23 February 2022 | 6pm     |   |  | Ongoing    |
| Week concluding 4 March - 4 complaints received        |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
| 1  | 27 February 2022 | 3pm    | Call to Contractor                                   | 7580 | 70839         | Avoidable   | Moree                      | Complaint  | Social Cost                     | 1 | Workers taking shortcut across vacent land to access work camp  | Contractor identified offending vehicle, raised at daily brief  | Call to contractor    | 27 February 2022 | 3pm     |   |  | Closed out |
| 2  | 28 February 2022 | 12noon | email to contractor                                  | 7581 | 38425         | Avoidable   | Bobbiwaa Creek             | Complaint  | LX Safety                       | 1 | Workers partially obstructing driveway causing poor visability at level crossing.   | Traffic management plan at this location is awaiting government approval, onsite workers acknowledged fault   | Email from contractor | 28 February 2022 | 12noon  |   |  | Ongoing    |
| 3  | 28 February 2022 | 2pm    | Call to contractor                                   | 7582 | 65389         | Unavoidable | Boonery Park Road.         | Complaint  | Road damage                     | 1 | Due to restricted access elsewhere, increased works traffic on this road which is now degraded due to this increase in traffic and weather. Stakeholder requests regular road maintenance to maintain access for locals | Contractor to find road maintenance requirements/schedule   | Call from Contractor  | 28 February 2022 | 2pm     |   |  | Ongoing    |
| 4  | 3 March 2022     | 12noon | Call to contractor                                   | 7584 | 63910,        | Avoidable   | Croppa Creek               | Complaint  | Property Access Property Damage | 2 | Driveway Damaged due to contractor truck lost and bogged due to rain.   | Driveway repaired immediately with digger. light vehicle parking area moved to ensure access. all relevent workers onformed of the importance of access in this area  | F2F                   | 3 March 2022     | 12noon  |   |  | Closed out |
|  |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
|  |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
|  |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
|  |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
|  |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |
| Total Complaints since week concluding 15 January 2021 |                  |        |  |      |               |             |                            |            |                                 |   |   |   |                       |                  |         |   |  |            |

|   |  |
|---|--|
| Total open Complaints since week concluding 15 January 2021 |  |
| 14  |  |

## 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 (Bushes Access)   |
| Location:          | Bushes Access Rd (North Star, NSW)   |
| Chainage:          | CH749.250 – CH749.550  |
| Program*:          | Construction: February 2022<br>Occupation: February 2022 – August 2022   |
| Land Use:          | RU1 – Primary Production (Source: Gwydir Shire Council LEP)  |
| Footprint / Size:  | <31,000m <sup>2</sup>  |
| Use:               | Minor Ancillary Facility (Bushes Access) will be utilised for the following purposes: <ul style="list-style-type: none"> <li>▪ Trailer based (mobile) site office, port-o-loo, generator and bins.</li> <li>▪ Carparking for site personnel.</li> <li>▪ General storage and laydown of construction equipment.</li> <li>▪ Top and bottom ballast stockpile/s.</li> <li>▪ Lime storage</li> </ul>   |
| Site Surroundings: | Minor Ancillary Facility (Bushes Access) is surrounded by: <ul style="list-style-type: none"> <li>▪ North: LX3167, Rail Line, sparsely vegetated land and cropping land.</li> <li>▪ East: Rail Line, Agricultural (cropping) land, sparsely vegetated land and sensitive (residential) receiver.</li> <li>▪ South: Rail Line, LX4378, sparsely vegetated land, and agricultural (cropping) land.</li> <li>▪ West: Sparsely vegetated land, agricultural (cropping) land, and ephemeral creek.</li> </ul> |

|                             |  |
|-----------------------------|--|
|                             | Access to Minor Ancillary Facility (Bushes Access) will be provided via unnamed road off Croppa Creek Road to CH749.25 south of the laydown.   |
| Site Establishment Process: | <p>The below sets out the scope of works for the proposed Minor Ancillary Facility:</p> <ul style="list-style-type: none"> <li>▪ The proposed footprint of the MAF will be demarcated in the field using hi-visibility flagging (or other approved method) and “No-Go Zone” signage.</li> <li>▪ Topsoil will be stripped and utilised for erosion and sediment controls. The topsoil stockpiled / windrowed will be hand seeded.</li> <li>▪ During topsoil stripping in the Five-clawed Worm-skink habitat, fauna spotter-catchers will be present, further mitigation methods are addressed below and in the BMP.</li> <li>▪ Establishment of the site’s erosion and sediment controls will be progressively installed in accordance with the site’s Progressive Erosion and Sediment Control Plan.</li> <li>▪ Mobilisation of site facilities: The trailer based (caravan-style) site office, port-o-loo and generator will be mobilised to site.</li> <li>▪ The site compound will be assessed in the field for visual impact to neighbouring sensitive receivers. If the visual impact is deemed moderate or high, ATF style fencing or alternative screening will be installed.</li> </ul> <p>NOTE: No bulk earthworks are required for the establishment of MAF (Bushes Access).</p> |

\*NOTE: Subject to weather and unexpected site conditions

**Table 2: Minor Ancillary Facility - Criteria**

| Criteria  | Compliant<br>(Y) Yes<br>(N) No | Comments   |
|---|--------------------------------|--|
| Located within the construction boundary as defined by the approval (CoA A21(a)). | Y                              | <p>Minor Ancillary Facility (Bushes Access) occurs on land that occurs within the Project’s Submission Preferred Infrastructure Report (SPIR) Construction Impact Zone (CIZ) 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>One sensitive (residential) receiver was identified within 1km of the proposed MAF (Bushes Access) site.</p> <p>- 590m North-east: NNS_Rx2334</p>   |



| Criteria  | Compliant<br>(Y) Yes<br>(N) No | Comments  |
|---|--------------------------------|---|
|   |                                | <p>The TfNSW Noise Estimator Tool was used to predict the anticipated noise impact associated with the establishment of the proposed MAF (Bushes Access). One (1) noise scenario was run representing worse possible case scenario (i.e. the most noise intensive activity – MAF Establishment) NOTE: The noise assessment assumes all plant / equipment will be operating simultaneously and operating at the nearest boundary to the landholder. The scenario being:</p> <p><i>Scenario 1: MAF Site Establishment (i.e. grader, delivery truck and tracked excavator)</i></p> <p>The extracts from the noise model are provided in Appendix C.</p> <p>The findings of the noise assessment can be summarised by the following:</p> <ul style="list-style-type: none"> <li>- Sensitive receivers are located at the following locations: <ul style="list-style-type: none"> <li>o CH750.000 (NNS_Rx2334), located 590m north-east of the proposed MAF. This sensitive receiver is expected to experience noise impacts of 36dB or 4 dB below the daytime NML for the Project. Refer to Appendix C.</li> </ul> </li> <li>- The Noise Assessment identified that sensitive receivers, with line of sight, greater than 600m away will generally not be impacted (&gt;NML (Daytime)) by bulk earthworks.</li> <li>- The noise assessment also identified that no sensitive receivers will be highly noise impacted (&gt;75dB) by the works.</li> </ul> <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 (Bushes Access).</p> |
| At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b)(ii))   | Y                              | <p>The proposed MAF (Bushes Access) is located approximately 650m east of an unnamed ephemeral creek, 480m west of an unnamed ephemeral creek, and approximately 600m east of a private storage dam.</p> <p>The proposed MAF (Bushes Access) site is located outside the area impacted by the existing 5% AEP flood event, but within the area impacted by the 200yr flood event (blue highlighted in Appendix A).</p>  |
| Not within areas identified as threatened communities or species habitats beyond those already approved under the terms of the project approval (CoA A21(b)(iii)) | Y                              | <p>The entire area impacted by the proposed MAF is mapped as:</p> <ul style="list-style-type: none"> <li>- <i>Zone 0 - Cleared/Non-native Vegetation</i></li> </ul> <p>No mapped native vegetation (PCTs), Threatened Ecological Communities (NSW BC Act OR Cwth EPBC Act) or Threatened Flora will be directly impacted by the establishment and operation of the MAF.</p>   |

| Criteria   | Compliant<br>(Y) Yes<br>(N) No | Comments   |
|--|--------------------------------|--|
|  |                                | The proposed MAF occurs within predicted habitat of the threatened Five-clawed Worm Skink. The mitigation measures detailed below and within Rev. 3 of the Project's Construction Biodiversity Management Plan will be implemented prior to and during site slashing and topsoil stripping activities.   |
| No significant impacts to utilities, primarily gas and electricity   | Y                              | The establishment and operation of MAF (Bushes Access) 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 (Bushes Access) site.<br><br><i>The Aboriginal Cultural Heritage Management Plan, Narrabri to North Star – Separable Portion 1 (N2NS SP1), dated 18th December 2020 has been reviewed and there are no areas or items that require further salvage or survey.</i>   |
| 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 (Bushes Access) will be available south of the MAF (Bushes Access) site at CH749.25 via unnamed unsealed road off Croppa Creek – North Star Road.   |
| Relatively flat land   | Y                              | Minor Ancillary Facility (Bushes Access) 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 (Bushes Access) will generate minor waste volumes. These waste streams will generally consist of the following: <ul style="list-style-type: none"> <li>Wastewater</li> <li>Wastepaper / cardboard</li> <li>Rubbish and debris</li> <li>Food waste</li> </ul> <p>The volumes of waste generated will be reduced and reuse will be maximised by implementing the mitigation measures detailed in Section 2 below.</p> <p>Flooding risk has been addressed above.</p> |
| No impacts on biodiversity, soil and water, and heritage items beyond those already approved under SSI 7474 approval (CoA A21(b)(iii)) | Y                              | The environmental impacts associated with the establishment and operation of Minor Ancillary Facility (Bushes Access) 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  | Y                              | Minor Ancillary Facility (Bushes Access) 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<br>(Y) Yes<br>(N) No | Comments |
|--|--------------------------------|----------|
| the duration of use of the ancillary facility unless otherwise agreed with the relevant council and affected residents, business operators or landowners (COA A22) |                                |          |

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

## 2. Mitigation Measures

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

- Disturbance of predicted Five-clawed Worm-skink habitat during site establishment;
- 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/<br>frequency |
|----|---|-------------------------|----------------------|
| 1) | <p>The Project induction will include the following specific components for biodiversity, noise, dust, surface water, erosion &amp; sediment control management:</p> <ul style="list-style-type: none"> <li>• Awareness of General Environmental Duty and Duty to Notify, (legislative obligations)</li> <li>• The requirement for erosion and sediment control devices to be implemented and maintained in accordance with the Erosion &amp; Sediment Control Plan</li> <li>• Waste Management</li> <li>• The purpose of the No-Go Zones, incl. the significance of this control and the environmental constraints it's protecting i.e. mapped TEC, heritage, threatened species, etc.</li> <li>• Hours of operation.</li> <li>• General noise related mitigation measures.</li> <li>• Five Clawed Worm Skinks, including habitat location and mitigation measures.</li> </ul> | Environmental Manager   | Pre-construction     |
| 2) | Progressive Erosion and Sediment Control Plans (PESCPs) will be developed by Trans4m Rail's CPESC and implemented prior to and during site establishment.   | 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         |

|     | Measure/Requirement   | Responsibility                                  | Timing/frequency |
|-----|---|---|------------------|
| 6)  | Any activities requiring the discharge of construction water off site will be undertaken in accordance with the PESCP and the CSWMP.  | 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.<br>Trans4m Rail's Environmental Manager (or delegate), ARTC and the Project Environmental Representative must be immediately notified of any unexpected finds. Other stakeholders (e.g. NSW EPA, OEH, DPIE, WaterNSW, Council, local landholders, etc) may also be notified depending on the nature and scale of the unexpected find. | All personnel / Construction Supervisor         | Construction     |
| 10) | Any spills or leaks of chemicals, fuels, oils, effluent or any other hazardous substance that occurs during site establishment must be managed and reported in accordance with Trans4m Rail's Environmental Incident Response and Reporting Procedure.  | All personnel / Construction Supervisor         | Construction     |
| 11) | Refuelling activities must always be closely supervised. Plant and equipment being refuelled must not be left unattended for any period of time.  | All personnel / Construction Supervisor         | Construction     |
| 12) | The land on which ancillary facilities, laydowns areas, access tracks and all other temporary works are located shall be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner.  | Construction Supervisor                         | Construction     |
| 13) | Weather forecast will be reviewed daily (via <a href="http://www.bom.gov.au/">http://www.bom.gov.au/</a> ) and additional measures implemented where unfavourable weather conditions (i.e. hot, dry weather, high wind speed (>10m/s)) are anticipated. Measures to be implemented during unfavourable weather conditions may include a reduction of speed, a modified construction methodology, alternative plant and equipment, altering the scheduled works or program for the day, additional water carts or ceasing dust generating activities until conditions are more favourable.   | Environmental Manager / Construction Supervisor | Construction     |
| 14) | The following dust control measures will be utilised to suppress dust being generated from access roads, laydown areas, ancillary facilities and all other exposed surfaces; water application via watercarts and alternative means (i.e. sprinklers, hoses), sealing or stabilisation of highly trafficked areas, dust screens, application of geofabric or jute mat or the application of soil binding agents.<br>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  | All personnel                                   | Construction     |

|     | Measure/Requirement   | Responsibility                                 | Timing/frequency |
|-----|---|--|------------------|
|     | surrounding sensitive receivers. All waste will be collected and disposed of at a licensed facility.  |  |                  |
| 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 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     |
| 19) | Boundary screening will be erected if a site inspection determines that the MAF could significantly impact sensitive receivers.   | Environment Manager / Construction Supervisor  | Construction     |
| 20) | <p>All personnel would be inducted on the subject of Five-clawed Worm-skinks (FCWS). Targeted FCWS surveys would be undertaken by Project Ecologist and/or Fauna Spotter-Cather team prior to and during slashing, clearing of woody vegetation and topsoil stripping activities within the following chainages, stage 1 chainage 603.000 to 625.000 and stage 3 chainage 735.000 to 754.250.</p> <p>The surveys would include active searches of microhabitats, including, carefully turning woody debris, rocks and artificial debris, raking the soil surface or leaf litter beneath trees and looking beneath peeling bark for reptiles or their sloughs, searching for animals during topsoil stripping (working closely with the grader operator).</p> <p>Targeted pre-clearing surveys would comprise a minimum of 1.5 person hours per hectare for habitats of average complexity per targeted species (scaled up or down depending on site complexity).</p> <p>Any FCWS captured would have the following data collected:<br/>GPS coordinates of capture/relocation site, measurements of snout-vent length, tail length and total length. Relocation site are to be as close to capture site as possible with suitable microhabitat. No more than 10 adults and 5 sub-adults or hatchlings per 100m2 of suitable habitat may be relocated due to risk of overstocking.</p> <p>NOTE: Additional measures will be taken to avoid relocated individuals from re-entering the construction site i.e. sediment fence, etc.</p> | Environmental Manager/ Construction Supervisor | Construction.    |

### 3. Certification

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

Signed: 

Name: Maggie Wilton

Position: Environment & Sustainability Admin Assistant

Date: 27/01/2022

Reviewed by: Adam Playne

Signed: 

Position: Senior Environmental Advisor

Date: 02/02/2022

Signed: 

Name: Steve Fermio

Position: Environmental Representative

Date: 10 / 2 /2022

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





**Legend**

- World Boundaries and Places
- CIZ (20210909)
- CIZ (SPIR)
- Bridges
- Level Crossings
  - Public
  - Private
  - Pedestrian
- Culverts
- Bridges Lines
- Bridge Earthworks
- Rail Culverts
- Chainage 100m
- Rail Alignment
- Vegetation Communities - Clip
  - Zone - Cleared/Non-native Vegetation
  - Zone - 1 - PCT-27 BVT-BR233, NA woodland of the Darling Riverine PI Brigalow Belt South Bioregion-Moderate
  - Zone - 2 - PCT-35 BVT-BR120, NA forest / woodland on alluvial often g Scrub to Goondiwindi, Brigalow Belt -Moderate - Good
  - Zone - 3 - PCT-39 BVT-BR130, NA Coobah - Lignum woodland wetland floodplains mainly in the Darling Riv Bioregion-Moderate - Good
  - Zone - 4 - PCT-52 BVT-BR191, NA Bluegrass +/- Mitchell Grass grassland floodplains and alluvial plains main

0 0.06 0.1 Km

Scale: 1: 4,514

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

Notes:

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**INLAND RAIL** **ARTC**

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### Legend

World Boundaries and Places

CIZ (20210909)

CIZ (SPIR)

B Bridges

Level Crossings

Public

Private

Pedestrian

✕ Culverts

Bridges Lines

Bridge Earthworks

Rail Culverts

Chainage 100m

— Rail Alignment

Cultural Heritage Sites - Features (20210611)

• Artefact

• Burial

• Ceremonial Ring (Stone or Earth)

• Modified Tree (Carved or Scarred)

• Open Camp Site

• Potential Archaeological Deposit (P)

• Stone Quarry

• Survey Marker Tree

• Cultural Heritage Sites - Not S



0 0.06 0.1 Km

Scale: 1: 4,514

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

Notes:

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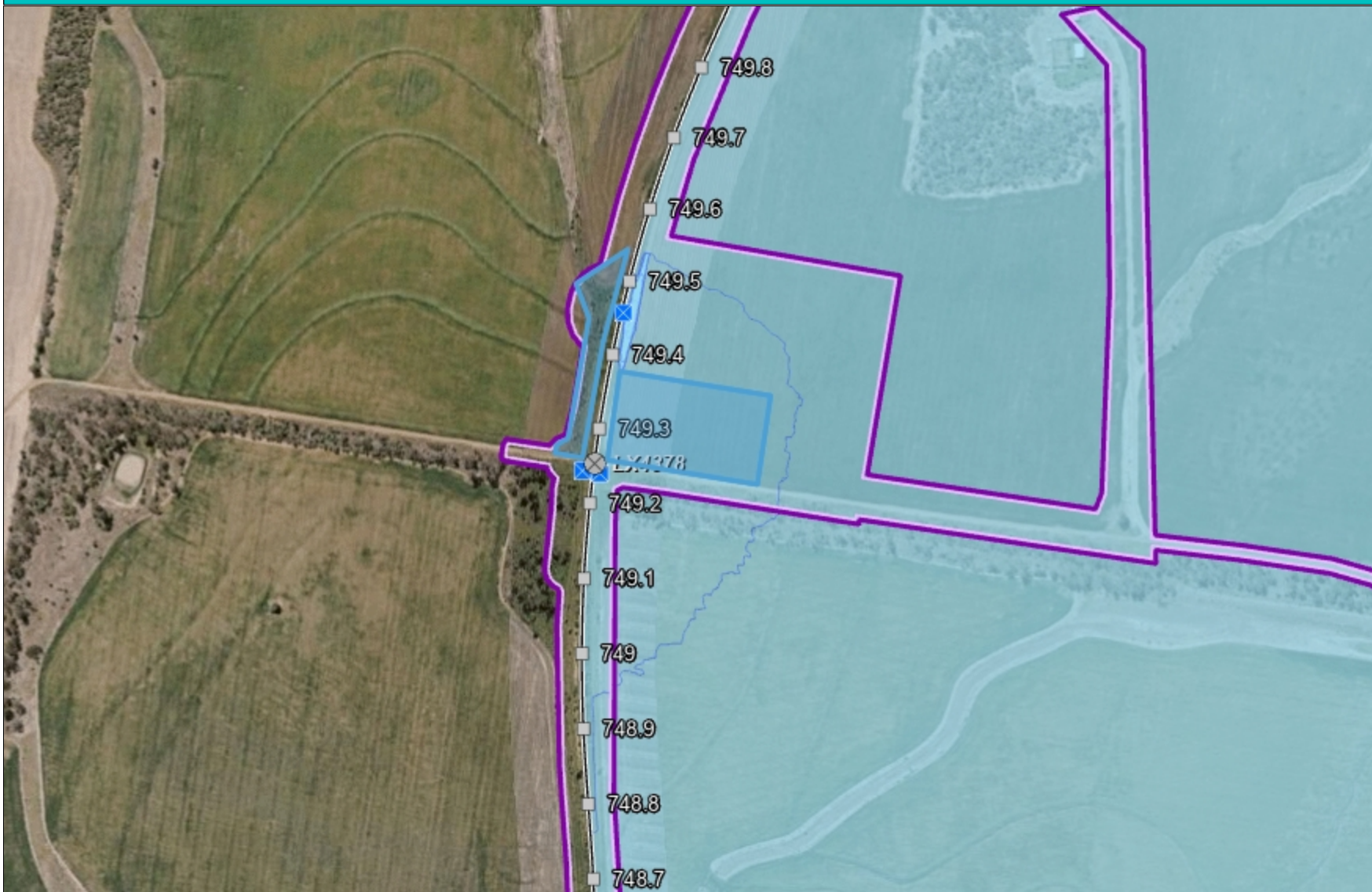
# Flooding

INTERNAL USE ONLY



## Legend

- World Boundaries and Places
- CIZ (SPIR)
- Bridges
- Level Crossings
  - Public
  - Private
  - Pedestrian
- Culverts
- Bridges Lines
- Bridge Earthworks
- Rail Culverts
- Chainage 100m
- Rail Alignment
- Flood Extents
- ARTC Network
- Other Railways
- Named Watercourse LS
  - <all other values>
  - 1
  - 2
  - 3
  - 4
  - 5
  - 6
  -



0 0.11 0.2 Km

Scale: 1: 9,028

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

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Notes:





- Legend
- World Boundaries and Places
  - CIZ (SPIR)
  - Bridges
  - Level Crossings
    - Public
    - Private
    - Pedestrian
  - Culverts
  - Bridges Lines
  - Bridge Earthworks
  - Rail Culverts
  - Chainage 1km
  - Rail Alignment
  - Residential Receivers
  - Sensitive Receivers
    - Active recreation
    - Aged care
    - Education
    - Health
    - Passive recreation
    - Religious
  - ARTC Network
  - Other Railways



0 0.23 0.5 Km

Scale: 1: 18,056

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

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Notes:



# Waterways

INTERNAL USE ONLY



## Legend

- World Boundaries and Places
- CIZ (SPIR)
- Bridges
- Level Crossings
  - Public
  - Private
  - Pedestrian
- Culverts
- Bridges Lines
- Bridge Earthworks
- Rail Culverts
- Chainage 100m
- Rail Alignment
- ARTC Network
- Other Railways
- Hydroline
  - <all other values>
  - 1; 2; 3; 4
  - 5
  - 6
  - 7
  - 8
  - 9
  - 10



0 0.11 0.2 Km

Scale: 1: 9,028

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

Notes:

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**INLAND RAIL** **ARTC**

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

| <b>Eastern Polygon</b> |   |
|------------------------|---|
| <b>1</b>               | <b>Lat:</b> 28.99374° S<br><b>Lon:</b> 150.33367° E |
| <b>2</b>               | <b>Lat:</b> 28.99403° S<br><b>Lon:</b> 150.33572° E |
| <b>3</b>               | <b>Lat:</b> 28.99509° S<br><b>Lon:</b> 150.33555° E |
| <b>4</b>               | <b>Lat:</b> 28.99480° S<br><b>Lon:</b> 150.33349° E |

| <b>Western Polygon</b> |   |
|------------------------|---|
| <b>1</b>               | <b>Lat:</b> 28.99232° S<br><b>Lon:</b> 150.33371° E |
| <b>2</b>               | <b>Lat:</b> 28.99475° S<br><b>Lon:</b> 150.33313° E |
| <b>3</b>               | <b>Lat:</b> 28.99471° S<br><b>Lon:</b> 150.33279° E |
| <b>4</b>               | <b>Lat:</b> 28.99454° S<br><b>Lon:</b> 150.33295° E |
| <b>5</b>               | <b>Lat:</b> 28.99307° S<br><b>Lon:</b> 150.33323° E |
| <b>6</b>               | <b>Lat:</b> 28.99267° S<br><b>Lon:</b> 150.33306° E |

## Appendix C: Noise Estimator

|   |  |
|---|--|
| Project name                                | Inland Rail (N2NS)   |
| Scenario name                               | MAF Bushes Access  |
| Receiver address                            | NNS Rx2334   |
| Select area ground type                     | Undeveloped green fields (rural areas with isolated dwellings) |
| Select type of background noise level input | User input   |

|   |     |
|---|-----|
| Is all plant at the same representative distance to the receiver? Y/N | Y   |
| Representative distance (m)   | 590 |

*All at Representative Distance*

|   |           |
|---|-----------|
| <b>Total SPL LAeq(15minute) (dB(A))</b> | <b>36</b> |
|---|-----------|

|                                |                | 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 | 40                   | 55  | 65                                    | 55               | 65                | 60                 | 75                 | 70                      |
|                                | Day (OOHW)     | 35                   | 55  | 65                                    | 55               | 65                | 60                 | 75                 | 70                      |
|                                | OOHW Period 1  | 35                   |   | 65                                    | 55               | 65                | 60                 | 75                 | 70                      |
|                                | OOHW Period 2  | 35                   |   | 65                                    | 55               |                   |                    | 75                 | 70                      |
| Level above background (dB(A)) | Standard hours | 6                    |   | 65                                    | 55               |                   |                    | 75                 | 70                      |
|                                | Day (OOHW)     | 6                    |   |                                       |                  |                   |                    |                    |                         |
|                                | OOHW Period 1  | 6                    |   |                                       |                  |                   |                    |                    |                         |
|                                | OOHW Period 2  | 6                    |   |                                       |                  |                   |                    |                    |                         |
| Level above NML (dB(A))        | Standard hours |                      |   |                                       |                  |                   |                    |                    |                         |
|                                | Day (OOHW)     | 1                    |   |                                       |                  |                   |                    |                    |                         |
|                                | OOHW Period 1  | 1                    |   |                                       |                  |                   |                    |                    |                         |
|                                | OOHW Period 2  | 1                    |   |                                       |                  |                   |                    |                    |                         |
| Additional mitigation measures | Standard Hours | -                    | -   | -                                     | -                | -                 | -                  | -                  | -                       |
|                                | Day (OOHW)     | -                    | -   | -                                     | -                | -                 | -                  | -                  | -                       |
|                                | OOHW Period 1  | -                    |   | -                                     | -                | -                 | -                  | -                  | -                       |
|                                | OOHW Period 2  | N                    |   | -                                     | -                |                   |                    | -                  | -                       |

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

# 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 (Mungle Creek)   |
| Location:                   | Rail alignment, north of Mungle Creek   |
| Chainage:                   | CH755.050   |
| Program*:                   | Establish: November 2021<br>Operation: November 2021 – June 2022  |
| Land Use:                   | Within ARTC rail alignment.   |
| Footprint / Size:           | <1,000m <sup>2</sup>  |
| Use:                        | The Minor Ancillary Facility (Mungle Creek) will be utilised for the following: <ul style="list-style-type: none"> <li>- Mobile site office (Caravan) + port-o-loo</li> <li>- Carparking for site personnel</li> <li>- Storage of construction plant and equipment</li> </ul>   |
| Site Surroundings:          | The proposed Minor Ancillary Facility (Mungle Creek) is surrounded by the following:<br>North: Rail alignment, agricultural (cropping) land and sparsely vegetated land.<br>East: Agricultural (cropping) land and sparsely vegetated land.<br>South: Rail alignment, agricultural (cropping) land and sparsely vegetated land.<br>West: Agricultural (cropping) land and sparsely vegetated land.  |
| Site Establishment Process: | The below sets out the scope of works for the proposed Minor Ancillary Facility (Mungle Creek): <ul style="list-style-type: none"> <li>▪ The proposed footprint of the MAF will be demarcated in the field using hi-visibility flagging (or other approved method) and "No-Go Zone" signage.</li> <li>▪ Establishment of the site's erosion and sediment controls in accordance with the site's Progressive Erosion and Sediment Control Plan.</li> </ul> |



|  |  |
|--|--|
|  | <ul style="list-style-type: none"> <li>Preparation of the MAF area by slashing the groundcover and undertaking a dawn / dusk surveys for Five-clawed Worm Skinks.</li> <li>Mobilisation of site facilities i.e. the trailer based (caravan-style) site office, portoloo, etc will be mobilised to site.</li> </ul> <p>Bulk earthworks are not required to establish the MAF.</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.<br>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.<br>If no, proceed to Q3.                     |
| 3. Is the proposed facility located entirely within the SPIR Construction Impact Zone (CIZ)?                         |     |    | If yes, proceed to Q4.<br>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.<br>If no, proceed to Q5.                     |
| 5. Is the proposed facility located within a mapped Threatened Ecological Community?                                 |     |    | If yes, proceed to Part B.<br>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.<br>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.<br>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 (Mungle Creek) 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<br>(Y) Yes<br>(N) No | Comments   |
|---|--------------------------------|--|
| Located within the construction boundary as defined by the approval (CoA A21(a)).   | Y                              | Minor Ancillary Facility (Mungle Creek) occurs on land that's within the Project's Submissions Preferred Infrastructure Report (SPIR) Construction Impact Zone (CIZ).<br><br>Refer to Appendix A for location.   |
| Compliance with the Interim Construction Noise Guideline (CoA A21(b)(i))  | Y                              | The closest sensitive receiver is located >1km from the proposed MAF (Mungle Creek). At this distance, the TfNSW Noise Estimator predicts the noise impact will be <RBL and therefore inaudible.<br><br>No sensitive receivers are considered highly noise impacted (>75dB).<br><br>Refer to Appendix A for the location of residential and other sensitive receivers.   |
| At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b)(ii))   | Y<br><br>N                     | The proposed MAF (Mungle Creek) site is located >50m from any named waterways or mapped drainage lines. The closest waterways / drainage lines include:<br><br>- Mungle Creek located 50m to the south.<br><br>The proposed MAF (Mungle Creek) site is located within the area impacted by the 5% AEP flood event. The BOM Website will be monitored and in the event of a severe weather or a flood event being forecast / predicted the MAF will be cleared of all materials, equipment and the caravan.<br><br>Refer to Appendix A for details.     |
| 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                              | The MAF (Mungle Creek) site is mapped as <u>Zone - 4 - PCT-52 BVT-BR191, NA187-Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion-Native Grassland</u> .<br><br>All mapped vegetation occurs within the SPIR CIZ and the WIP CIZ (20210909) so has been accounted for in the offsetting requirements for the project.<br><br>No threatened flora species or koala habitat will be impacted by the establishment or operation of the MAF. |

| Criteria   | Compliant<br>(Y) Yes<br>(N) No | Comments  |
|--|--------------------------------|---|
|  |                                | The MAF site falls within the potential habitat for the Five-clawed Worm Skink. Prior to site establishment works commencing, a nocturnal survey will be undertaken by a suitably experienced and qualified Ecologist.<br><br>Refer to Appendix A for details.  |
| No significant impacts to utilities, primarily gas and electricity   | Y                              | The establishment and operation of MAF (Mungle 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                              | The following cultural heritage sites have identified within close proximity of the proposed MAF. All areas or items have been cleared by ARTC's Heritage Consultant for ground disturbance.<br><br><b><u>Mungle Creek</u></b><br>- 02-4-0073<br>- 66b west & 66b east<br>- N2NS IA1  |
| 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 (Mungle Creek) will be provided from Croppa Creek – North Star Road.   |
| Relatively flat land   | Y                              | Minor Ancillary Facility (Mungle Creek) is located on flat land with <1.0m 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 (Mungle Creek) will generate minor waste volumes. These waste streams will generally consist of the following: <ul style="list-style-type: none"> <li>▪ Wastewater</li> <li>▪ Wastepaper / cardboard</li> <li>▪ Rubbish and debris</li> <li>▪ Food waste</li> </ul> <p>The volumes of waste generated will be reduced and reuse will be maximised by implementing the mitigation measures detailed in Section 2 below.</p> <p>Flooding risk has been addressed above.</p> |
| No impacts on biodiversity, soil and water, and heritage items beyond those already approved under SSI 7474 approval (CoA A21(b)(iii)) | Y                              | The environmental impacts associated with the establishment and operation of Minor Ancillary Facility (Mungle 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                             | Y                              | Screening will be assessed and applied where a medium or high impact to visual amenity is predicted.  |

| Criteria  | Compliant<br>(Y) Yes<br>(N) No | Comments |
|---|--------------------------------|----------|
| of use of the ancillary facility unless otherwise agreed with the relevant council and affected residents, business operators or landowners (COA A22) |                                |          |

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

## 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 (Mungle Creek) include:

- Dust and associated impacts to air quality resulting from access;
- Disturbance of Five-clawed Worm Skink habitat;
- Impact to mapped native vegetation; and
- Inadvertent damage to the identified tree.

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/<br>frequency |
|----|---|---------------------------------------|----------------------|
| 1) | Site inductions will include the site-specific requirements relating to traffic and access, noise, potential presence of Five-clawed Worm Skink, the protection of the retained tree, dust and air quality, flooding, 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 MAF (Mungle Creek).  | Comms Team                            | Pre-Construction     |
| 4) | Prior to site establishment commencing, dusk / dawn surveys will be undertaken for Five-clawed Worm Skinks by suitably qualified and experienced Ecologists.  | Environment Manager                   | Construction         |
| 5) | No Go Zone parawebbing will remain in place around the tree that's been identified as being of significance to the local landholder. NOTE: This tree has been confirmed not to be of heritage significance.   | 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) | The BOM Website will be monitored in the event of a severe weather or a flood event being forecast / predicted the MAF will be cleared of all materials, equipment and the caravan.   | 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         |

|     | Measure/Requirement   | Responsibility                                  | Timing/frequency |
|-----|---|---|------------------|
| 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.<br>Trans4m Rail's Environmental Manager (or delegate), ARTC and the Project Environmental Representative must be immediately notified of any unexpected finds. Other stakeholders (e.g. NSW EPA, OEH, DPIE, WaterNSW, Council, local landholders, etc) may also be notified depending on the nature and scale of the unexpected find. | All personnel / Construction Supervisor         | Construction     |
| 11) | Any spills or leaks of chemicals, fuels, oils, effluent or any other hazardous substance that occurs during site establishment must be managed and reported in accordance with Trans4m Rail's Environmental Incident Response and Reporting Procedure.  | All personnel / Construction Supervisor         | Construction     |
| 12) | Refuelling activities must always be closely supervised. Plant and equipment being refuelled must not be left unattended for any period of time.  | All personnel / Construction Supervisor         | Construction     |
| 13) | The land on which ancillary facilities, laydowns areas, access tracks and all other temporary works are located shall be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner.  | Construction Supervisor                         | Construction     |
| 14) | Weather forecast will be reviewed daily (via <a href="http://www.bom.gov.au/">http://www.bom.gov.au/</a> ) and additional measures implemented where unfavourable weather conditions (i.e. hot, dry weather, high wind speed (>10m/s)) are anticipated. Measures to be implemented during unfavourable weather conditions may include a reduction of speed, a modified construction methodology, alternative plant and equipment, altering the scheduled works or program for the day, additional water carts or ceasing dust generating activities until conditions are more favourable.   | Environmental Manager / Construction Supervisor | Construction     |
| 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.<br>The frequency of use will be modified depending on the prevailing wind and weather conditions.  | Construction Supervisor                         | Construction     |
| 16) | Exhaust systems of construction plant, vehicles and machinery will be maintained in accordance with manufacturer's specifications to ensure that emissions do not exceed EPA regulations. Periodic visual checks will be undertaken daily.  | Construction Supervisor                         | Construction     |
| 17) | Waste will be segregated and collected on a regular basis to ensure odours associated with waste do not become an issue to surrounding sensitive receivers. All waste will be collected and disposed of at a licensed facility.   | All personnel                                   | Construction     |
| 18) | All 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     |

## 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: 17/02/2021



Signed:

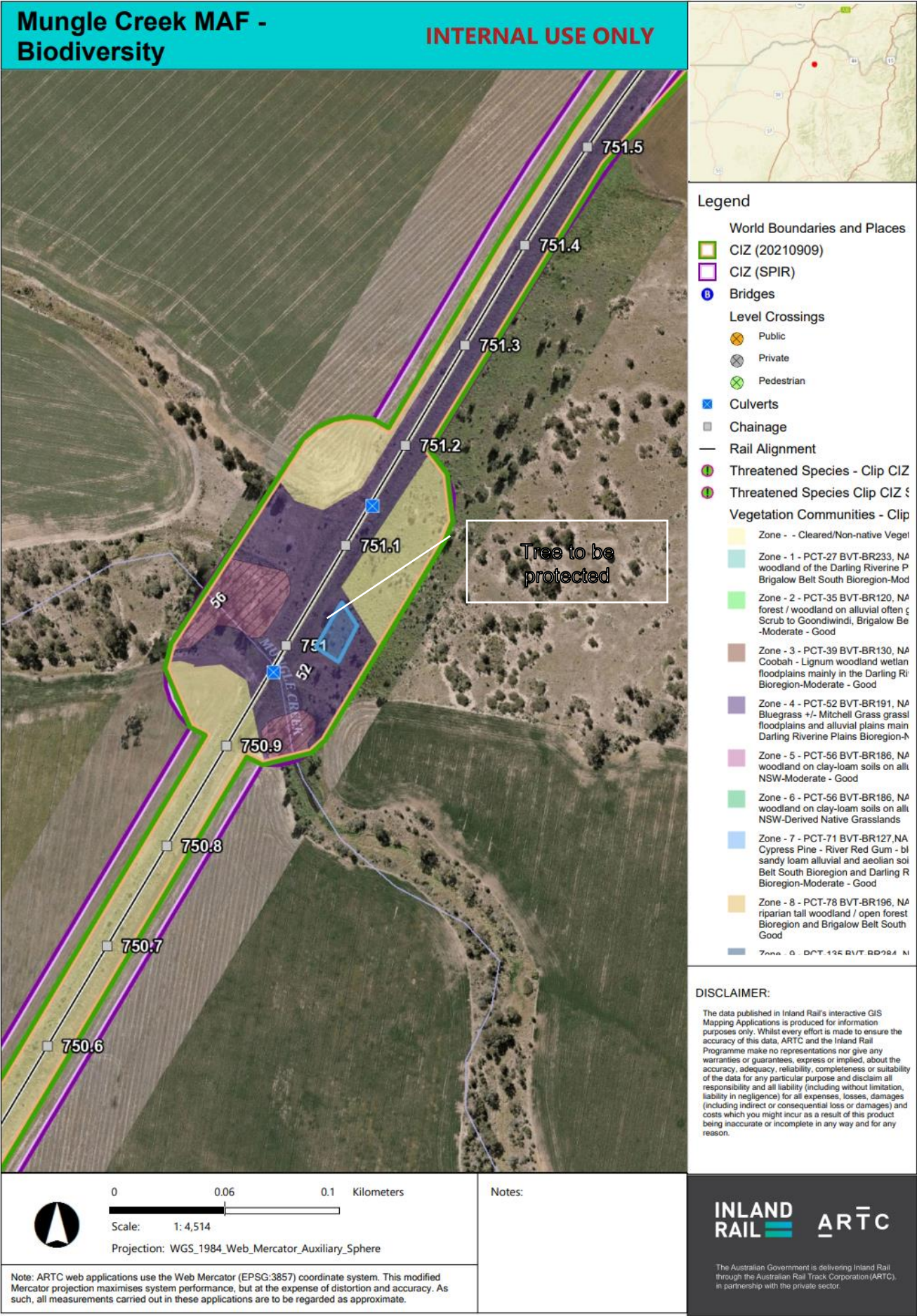
Name: Steve Fermio

Position: Environmental Representative

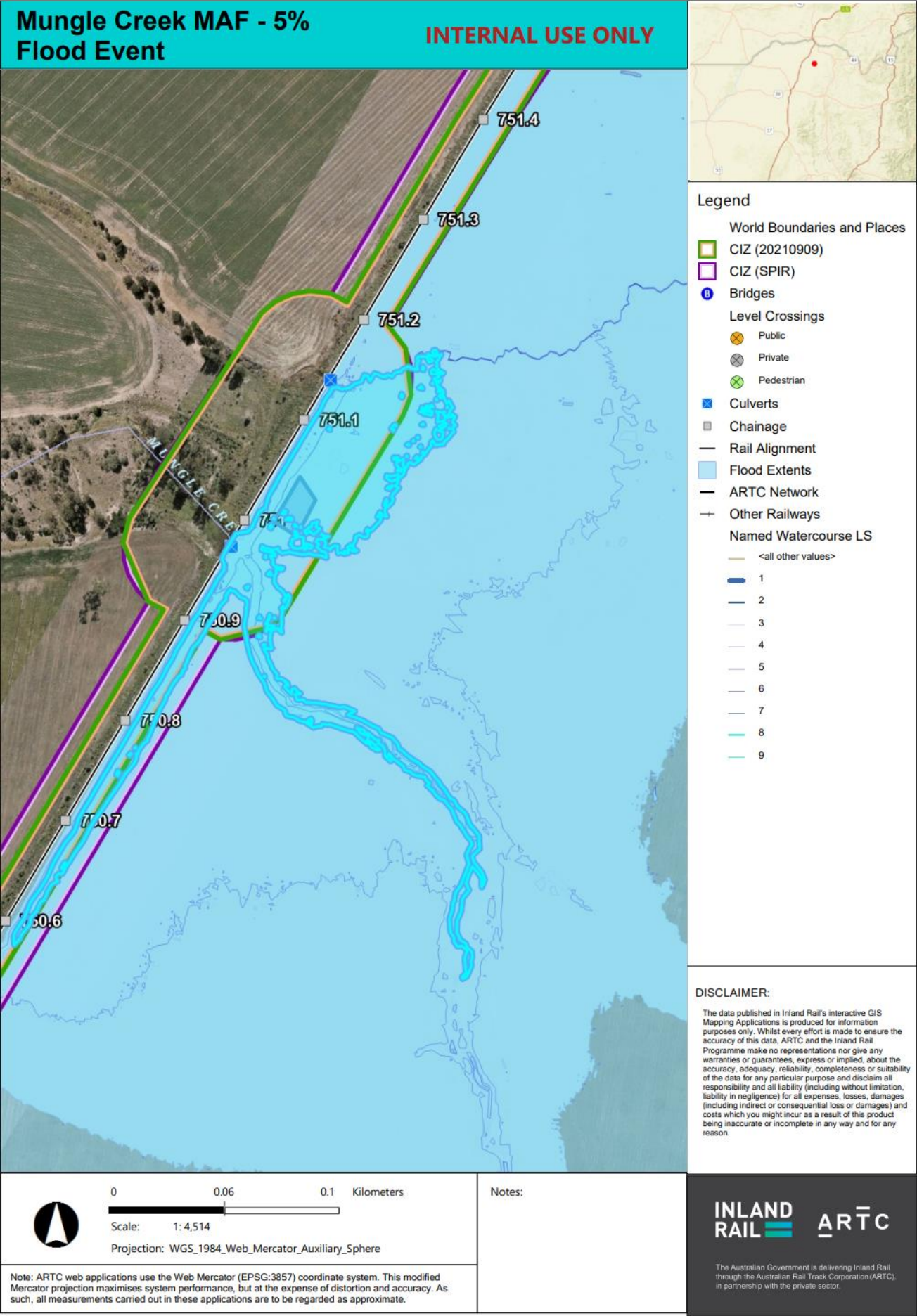
Date: 23 / 2 /2021

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

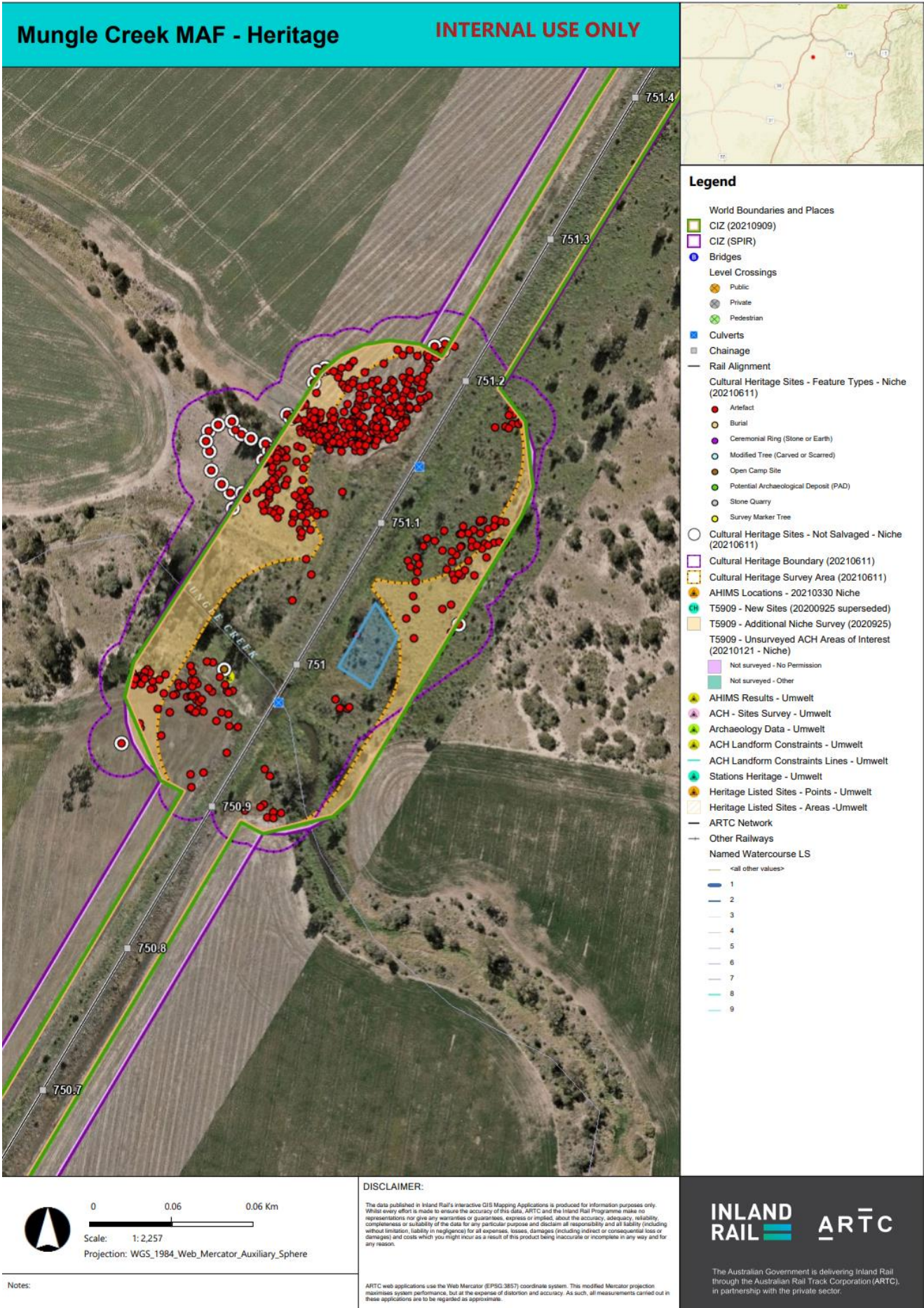




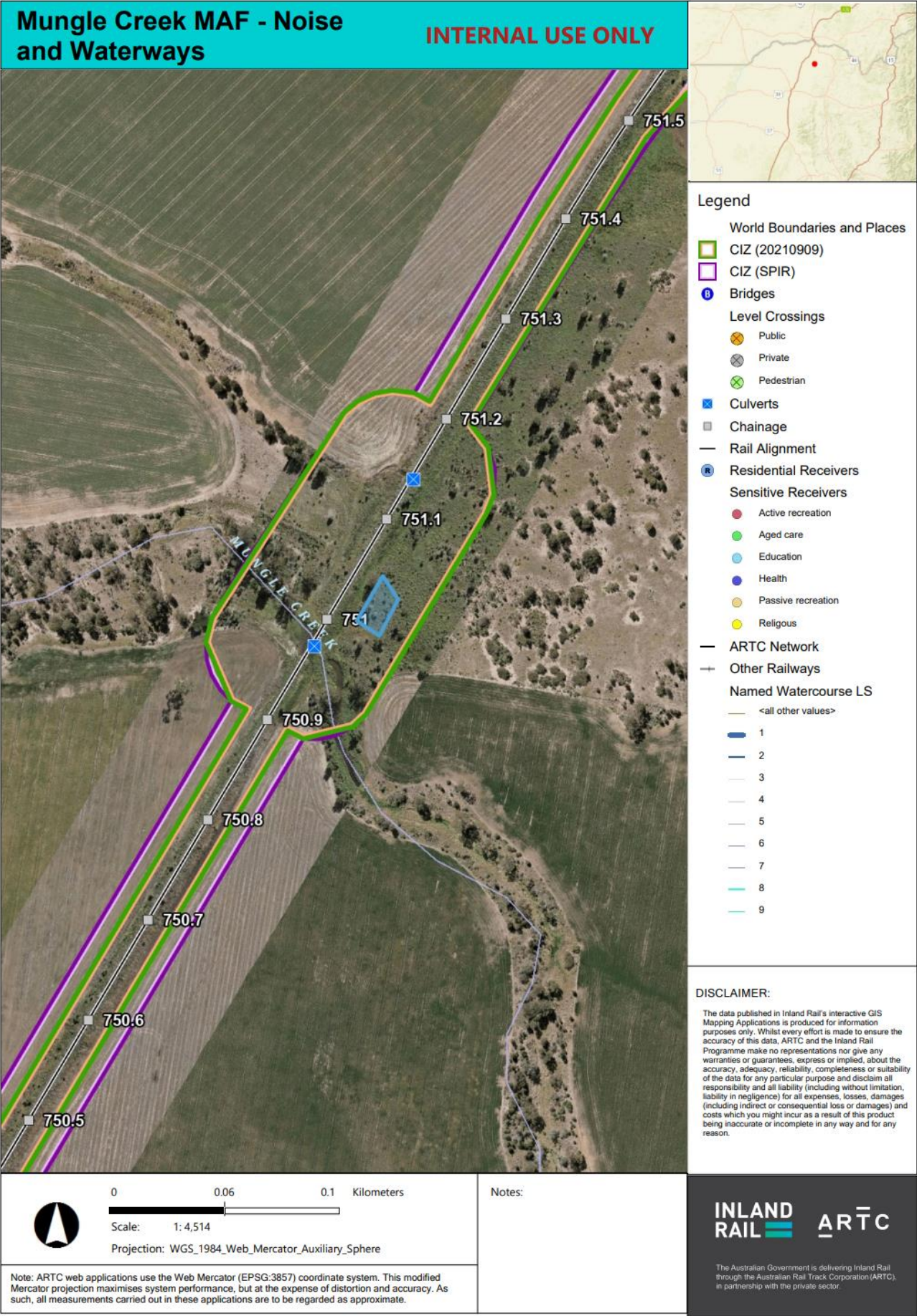












## Appendix B: Approx. Site Location (Co-ordinates)

| Approx. Site Location |   |
|-----------------------|---|
| <b>1</b>              | <b>Lat:</b> 28.98040° S<br><b>Lon:</b> 150.34142° E |
| <b>2</b>              | <b>Lat:</b> 28.98073° S<br><b>Lon:</b> 150.34119° E |
| <b>3</b>              | <b>Lat:</b> 28.98085° S<br><b>Lon:</b> 150.34139° E |
| <b>4</b>              | <b>Lat:</b> 28.98058° S<br><b>Lon:</b> 150.34156° E |

# Minor Ancillary Facility Checklist

## 1. Criteria for Minor Ancillary Facilities

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

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

- (a) *are located within the construction boundary; and*
- (b) *have been assessed by the ER to have –*
  - i. *low amenity impacts to surrounding residences and businesses, after consideration of matters such as compliance with the interim Construction Noise Guideline (DECC, 2009), traffic and access impacts, dust and odour impacts and visual (including light) impacts, and*
  - ii. *Low environmental impact with respect to waste management and flooding, and*
  - iii. *No impacts on biodiversity 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 ER for approval prior to site works commencing.

**Table 1: Minor Ancillary Facility – Site Description**

|                           |   |
|---------------------------|---|
| <b>Site Name:</b>         | Minor Ancillary Facility (Stage 2 / Site 2)   |
| <b>Location:</b>          | Newell Highway (A39) / Private Road at CH641200   |
| <b>Chainage:</b>          | CH641100  |
| <b>Program*:</b>          | Construction: December 2020 – January 2021<br>Occupation: January 2021 – March 2023   |
| <b>Land Use:</b>          | RU1 – Primary Production (Source: Moree Plains Shire Council LEP)   |
| <b>Footprint / Size:</b>  | Approx. <3Ha  |
| <b>Use:</b>               | Minor Ancillary Facility Stage 2 / Site 2 will be utilised for the following purposes: <ul style="list-style-type: none"> <li>▪ Demountable site office, ablution block and generator.</li> <li>▪ Carparking for site personnel.</li> <li>▪ Storage of mobile construction plant and equipment.</li> <li>▪ Storage of drainage infrastructure (e.g. culverts, headwalls, etc).</li> <li>▪ Lime storage in a self-contained ISO-Tank.</li> </ul>                 |
| <b>Site Surroundings:</b> | Minor Ancillary Facility Stage 2 / Site 2 is cleared, relatively flat and previously used for agricultural purposes (i.e. cropping). The site is surrounded by: <ul style="list-style-type: none"> <li>▪ North: Private Road, cleared agricultural land and Gurley Creek.</li> <li>▪ East: Cleared agricultural land</li> <li>▪ South: Cleared agricultural land</li> <li>▪ West: Rail alignment, Newell Highway (A39) and cleared agricultural land</li> </ul> |



|                            |  |
|----------------------------|--|
|                            | Note that this site was identified and assessed through the Project EIS and SPIR process.  |
| <b>Site Establishment:</b> | <p>The below sets out the scope of works for the proposed site establishment works:</p> <ul style="list-style-type: none"> <li>▪ Survey Set Out: The proposed footprint of the MAFs will be demarcated in the field using hi-visibility flagging and “No-Go Zone” signage.</li> <li>▪ Establishment of environmental controls: Environmental controls such as erosion and sediment controls will be progressively installed in accordance with the site’s Progressive Erosion and Sediment Control Plan.</li> <li>▪ Clearing: Removal of groundcover will be undertaken progressively in accordance with the mitigation measures detailed in Section 2 of this document.</li> <li>▪ Preparation of the site: Prior to topsoil removal occurring, a ‘Dial Before You Dig’ search and Excavation Permit will be obtained. Existing topsoil will be stripped, stockpiled and stabilised on site for re-use during rehabilitation works. Following removal of topsoil, the underlying subsoil layer will be made suitable for its intended use (e.g. predominantly laydown of culverts) via one of the following methods: <ul style="list-style-type: none"> <li>○ Quicklime applied, spread, pulverised and cured to a depth of up to 300mm, followed by a 150mm thick capping layer of imported crushed rock; and /or</li> <li>○ The foundation layer will be trimmed and compacted, followed by a layer of geofabric or geogrid installed where design dictates and capped with a 150mm thick layer of imported crushed rock. Platform thicknesses are subject to change and this will be dictated by the geotechnical results obtained within each area.</li> </ul> </li> </ul> <p>NOTE: Approx. 8,000t of capping rock will be imported to sheet MAF Stage 2 Site 2 to a depth of approx. 150mm. This represents approx. 240 truck movements in total and a maximum daily import volume of 3,000t or 90 truck movements.</p> <ul style="list-style-type: none"> <li>▪ Mobilisation of site facilities: The site office, ablution block and generator will be mobilised to site.</li> <li>▪ Screening: The site compound will be assessed in the field for visual impact to neighbouring sensitive receivers. If the visual impact is deemed moderate or high, ATF style fencing and screening will be installed.</li> </ul> |


\*NOTE: Subject to weather and unexpected site conditions


**Table 2: Minor Ancillary Facility - Criteria**

| Criteria  | Compliant<br>(Y) Yes<br>(N) No | Comments  |
|---|--------------------------------|---|
| Located within the construction boundary as defined by the approval (CoA A21(a)). | Y                              | <p>Minor Ancillary Facility Stage 2 / Site 2 occurs on land that was identified as containing a “Potential Compound” in the N2NS Project’s Submission Preferred Infrastructure Report (SPIR). Note: This site was identified and assessed during the Project EIS and SPIR process.</p> <p>Refer to image below, Yellow hatching – Potential Compound Location<br/>(Source: B32, SPIR Appendix B: Preferred Infrastructure Project Description).</p> |




| Criteria   | Compliant<br>(Y) Yes<br>(N) No | Comments   |
|--|--------------------------------|--|
|  |                                |   |
| Compliance with the Interim Construction Noise Guideline (CoA A21(b)(i)) | Y                              | <p>Four sensitive (residential) receivers have been identified within 2.5km of the proposed MAF (Stage 2 / Site 2) site. These have been identified to be:</p> <ul style="list-style-type: none"> <li>▪ 1.4km to the east</li> <li>▪ 1.7km to the north</li> <li>▪ 2.1km to the west</li> <li>▪ 2.1km to the north</li> </ul> <p>The locations of these receivers are shown in the image below:</p>  |

| Criteria  | Compliant<br>(Y) Yes<br>(N) No | Comments   |
|---|--------------------------------|--|
|   |                                | <p>Prior to site establishment works commencing, all potentially impacted landholders will be consulted regarding potential noise impacts associated with the construction and operation of MAF (Stage 2 / Site 2).</p> <p>The noise impacts to these sensitive receivers will be managed using the mitigation measures detailed in Section 2 of this document.</p>  |
| At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b)(ii))           | Y                              | <p>The proposed MAF (Stage 2 / Site 2) site gently falls to the north to Gurley Creek, approx. 200m away.</p> <p>The proposed MAF (Stage 2 / Site 2) site is outside the area impacted by the existing 1% AEP local (blue highlighted in below image) and / or regional flood extent (not shown in image below).</p>  <p>NOTE:<br/>Yellow – Reduction in local flood extent.<br/>Blue - Existing 1% AEP local flood extent</p> <p>The anticipated (modelled) increase in the local and / or regional flood extent does not impact the proposed MAF (Stage 2 / Site 2) site.</p> |
| Not within areas identified as threatened communities or species habitats (CoA A21(b)(iii)) | Y                              | <p>The site of the proposed MAF (Stage 2 / Site 2) is cleared and previously utilised for extensive agriculture. No Plant Community Type/s, Threatened Ecological Community/s, threatened flora, threatened fauna or suitable habitat were mapped or recorded within the area directly impacted by the proposed MAF during the Biodiversity Assessment undertaken for the Project EIS.</p> <p>The closest mapped native vegetation (yellow polygon in below image) is immediately (&lt;20m) to the west of the proposed MAF (Stage 2 / Site 2) site.</p>   |

| Criteria   | Compliant<br>(Y) Yes<br>(N) No | Comments  |
|--|--------------------------------|---|
|  |                                | <p>This mapped vegetation is outside the development footprint and will not be impacted by the establishment and operation of the MAF.</p>  <p>NOTE:</p> <p>Pale Green - Cleared / Non-native Vegetation.</p> <p>Bright Green – Mapped vegetation (BVT / PCT Unknown)</p> <p>Yellow – Zone 1 – PCT-27 BVT-BR233, NA219-Weeping Myall open woodland of the Darling Riverine Plains Bioregion and Brigalow Belt South Bioregion</p> <p>Pale Brown / Beige – Zone 4 – PCT-52 BVT-BR191, NA187 – Queensland Bluegrass +/- Mitchell Grass grassland on cracking clay floodplains and alluvial plains mainly the northern-eastern Darling Riverine Plains Bioregion – Native Grassland</p> |
| No significant impacts to utilities, primarily gas and electricity | Y                              | No impacts to existing gas, electrical, water or communications utilities.  |
| Not on or near sites with known Aboriginal or non-Aboriginal       | Y                              | No areas or items of Aboriginal or non-Aboriginal significance have been identified on or adjacent to the proposed MAF (Stage 2 / Site 2) site.   |



| Criteria  | Compliant<br>(Y) Yes<br>(N) No | Comments  |
|---|--------------------------------|---|
| heritage (CoA A21(b)(iii))  |                                | <p>The closest item or area of heritage significance is an Artifact Scatter located &gt;1.6km to the north (NNS-AS2). This will not be impacted by the establishment of operation of the MAF (Stage 2 / Site 2).</p>   |
| Safe access to the road network and rail corridor and low impacts on traffic and access (CoA A21(b)(i)) | Y                              | <p>Safe access will be provided via an existing intersection onto/from the Newell Hwy at Chainage 641200 in consultation with TfNSW. Support will be provided from Traffic Control (under an approved Traffic Control Plan) as and when required.</p> <p>The N2NS Project EIS (Section 3.3) estimated the daily (2-way) traffic volume on the Newell Highway between Bellata and Gurley to be 2,400 vehicles per day, 45% of these being heavy vehicles. The maximum traffic movements associated with the establishment of the MAF have been estimated to be 120 vehicles per day (90 being HVs and 30 being LVs). This represents a 5% increase in traffic volumes and not considered to significantly impact on the existing level of service.</p> |

| Criteria   | Compliant<br>(Y) Yes<br>(N) No | Comments   |
|--|--------------------------------|--|
|  |                                | The Project EIS (Technical Report 1 (Traffic, Transport and Access)) also identifies that even with growth, construction traffic and potential seasonal variation in traffic patterns, a level of service B on Newell Highway would be maintained. The road network has spare capacity to cater for the estimated construction and operation traffic and no significant network impacts are predicted.   |
| Relatively flat land   | Y                              | Minor Ancillary Facility (Stage 2 / Site 2) is located on relatively flat land with <1m fall across the site.  |
| Low environmental impact with respect to waste management and flooding (CoA A21(b)(ii))  | Y                              | <p>The establishment and operation of the proposed MAF (Stage 2 / Site 2) will generate minor waste volumes. These waste streams will generally consist of the following:</p> <ul style="list-style-type: none"> <li>▪ Wastewater</li> <li>▪ Wastepaper / cardboard</li> <li>▪ Rubbish and debris</li> <li>▪ Food waste</li> </ul> <p>The volumes of waste generated will be reduced and reuse will be maximised by implementing the mitigation measures detailed in Section 2 below.</p> <p>Flooding risk has been addressed above.</p> |
| No impacts on biodiversity, soil and water, and heritage items beyond those already approved under SSI 7474 approval (CoA A21(b)(iii))   | Y                              | The environmental impacts associated with the establishment and operation of Minor Ancillary Facility Stage 2 / Site 2 are considered minor and consistent with those impacts approved under SSI 7474.   |
| Boundary screening around all facilities adjacent to and visible from sensitive receivers for the duration of use of the ancillary facility unless otherwise agreed with the relevant council and affected residents, business operators or landowners (COA A22) | Y                              | Minor Ancillary Facility (Stage 2 / Site 2) will be assessed for visual impact from any surrounding sensitive receivers. Screening will be applied where the MAF site represents a moderate to high visual impact.   |

A locational map has been provided in Appendix A.

## 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 (Stage 2 / Site 2) include:

- Erosion, mobilisation of sediment and impacts to receiving water bodies;
- Dust and associated impacts to air quality resulting from ground disturbance activities;
- Noise impacts to surrounding sensitive receivers;
- Traffic delays and associated access impacts; and
- Generation of lime dust and highly alkaline runoff from lime stabilisation works.

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 surface water, erosion & sediment control management and lime stabilisation works: <ul style="list-style-type: none"> <li>• Awareness of General Environmental Duty and Duty to Notify, (legislative obligations)</li> <li>• Site requirements relating to stormwater and construction water management, including the requirement for water quality validation prior to recycling or re-use and prior to active discharge from Site to the environment</li> <li>• General understanding of mechanisms by which erosion and sedimentation occur, and the associated environmental impacts</li> <li>• The purpose of erosion and sediment control devices to mitigate impacts, and ideal operation of these devices</li> <li>• The requirement for erosion and sediment control devices to be implemented and maintained in accordance with the Erosion &amp; Sediment Control Plan</li> <li>• Waste Management</li> <li>• The environmental risks associated with lime stabilisation works</li> </ul> | Environmental Manager                 | Pre-construction |
| 2) | Progressive Erosion and Sediment Control Plans (PESCPs) will be developed by Trans4m Rail Environmental Coordinators and reviewed by a CPESC throughout the site establishment phase.  | Environmental Manager                 | Pre-construction |
| 3) | Progressive disturbance will occur, where practicable.   | Construction Supervisor               | Construction     |
| 4) | Excavated materials of different types must be segregated, stockpiled, stabilised and/or banded. (Ref PESCP)   | Construction Supervisor               | Construction     |
| 5) | Controls must be in place to prevent tracking dirt and mud onto roads.   | Construction Supervisor               | Construction     |
| 6) | 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     |
| 7) | Mobile plant and vehicles, including deliveries must use designated travel routes, site access routes, site access tracks and lay down areas.  | Construction Supervisor               | Construction     |
| 8) | Any activities requiring the discharge of construction water off site will be undertaken in accordance with the PESCP.   | All personnel / Environmental Manager | Construction     |
| 9) | Clearing limits (incl. vegetation to be retained) must be clearly identified and physically demarcated on-site. Ground disturbance   | Construction Supervisor               | Construction     |

|     | Measure/Requirement   | Responsibility                                  | Timing/frequency |
|-----|---|---|------------------|
|     | activities must not occur outside these areas unless otherwise approved in writing by the Environment Manager, or suitable delegate.  |   |                  |
| 10) | Groundcover to be progressively re-established as soon as practicable to prevent erosion during construction.   | Construction Supervisor                         | Construction     |
| 11) | Check the forecasted wind and weather conditions prior to commencing lime stabilisation works. If rain is forecast (i.e. 10mm or more in a 24 hour period) or wind predicted (i.e. $\geq 30$ km/hr winds), the Superintendent must discuss the works with the Trans4M Rail Environmental Team to determine whether the lime stabilisation works should proceed (with additional controls) or should cease until conditions are more favourable.   | Construction Supervisor                         | Construction     |
| 12) | Schedule lime stabilisation works for early morning and late afternoon when wind speeds are likely to be lower.   | Construction Supervisor                         | Construction     |
| 13) | Discuss planned lime stabilisation works that involve slaking with Trans4m Rail Community Manager at least 24 hours prior to the commencement of works.   | Construction Supervisor                         | Construction     |
| 14) | Due to steam production as part of the slaking process, consultation with the Safety and / or Traffic Control Team is required and implementation of additional traffic control measures may be required if works are planned in close proximity to an active road or Highway.  | Construction Supervisor                         | Construction     |
| 15) | In the event that threatened species, heritage item, contaminated material or asbestos containing materials (ACM) are discovered or suspected on-site, then all works affecting these materials must cease immediately, the area secured and relevant Trans4m Rail's Unexpected Finds Procedure must be followed.<br>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     |
| 16) | 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     |
| 17) | 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     |
| 18) | 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     |
| 19) | Weather forecast will be reviewed daily (via <a href="http://www.bom.gov.au/">http://www.bom.gov.au/</a> ) and additional measures implemented where unfavourable weather conditions (i.e. hot, dry weather, high wind speed ( $>10$ m/s)) are anticipated. Measures to be implemented during unfavourable weather conditions may include 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     |
| 20) | The following dust control measures will be utilised to suppress dust being generated from earthworks activities, stockpiles, haul  | Construction Supervisor                         | Construction     |



|     | Measure/Requirement  | Responsibility   | Timing/<br>frequency |
|-----|--|--|----------------------|
|     | 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.<br>The frequency of use will be modified depending on the prevailing wind and weather conditions. |  |                      |
| 21) | All loaded haulage trucks must be covered when travelling on public roads.   | Truck Operators / Construction Supervisor                  | Construction         |
| 22) | 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         |
| 23) | 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         |
| 24) | All works will be undertaken in accordance with the standard construction hours detailed in Condition of Approval E1.  | Construction Supervisor                                    | Construction         |
| 25) | Notification undertaken during construction would inform relevant stakeholders of the work locations and timing, and the potential for noise impacts.  | Community Engagement Team                                  | Construction         |
| 26) | Boundary screening will be erected if a site inspection determines that the MAF could impact sensitive receivers.  | Environment Manager / Construction Supervisor              | Construction         |
| 27) | Access to all private properties adjacent to the MAF site would be maintained during establishment, unless otherwise agreed with relevant landowners.  | Construction Supervisor                                    | Construction         |
| 28) | Where changes to access arrangements are required for individual properties, Trans4m Rail / ARTC would advise relevant property owners/occupants and consult with them in advance regarding alternative access arrangements.   | Construction Supervisor / ARTC / Community Engagement Team | Construction         |
| 29) | Consultation with relevant stakeholders would be undertaken regularly to facilitate the efficient delivery of the preferred infrastructure and to minimise congestion and inconvenience to road users. Stakeholders would include the relevant local councils, bus operators, TfNSW, emergency services, and affected property owners/occupants.   | Construction Supervisor / ARTC / Community Engagement Team | Construction         |
| 30) | Truck drivers would receive a delivery driver induction regarding safe and responsible road use, including (but not limited to); driving to current road rules and regulations, driving to suit the conditions, responsible road use and reducing speed and giving way to oncoming traffic.  | Construction Supervisor / Truck Drivers                    | Construction         |
| 31) | Prior to works commencing, a road dilapidation report will be prepared for all local public roads proposed to be used by heavy vehicles, and measures to restore any impacted roads to their pre-existing condition.   | Construction Supervisor                                    | Construction         |
| 32) | The decanting of lime to and from the ISO tank will only be undertaken by a suitably trained and experienced contractor, using purpose built self-contained tanks.   | Construction Supervisor<br>Lime Contractor                 | Construction         |
| 33) | Cam-lock (quick couplers) fittings will be used to when decanting to and from the ISO tank to avoid any inadvertent spillages of lime.   | Construction Supervisor<br>Lime Contractor                 | Construction         |

|     | Measure/Requirement   | Responsibility          | Timing/<br>frequency |
|-----|---|-------------------------|----------------------|
| 34) | In the event of any lime spills, the impacted material will be cleaned up immediately and either reused onsite (where appropriate) or disposed of in accordance with the POEO Act Waste Regs. | 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: Michael Matthews (Adam Playne (pp))

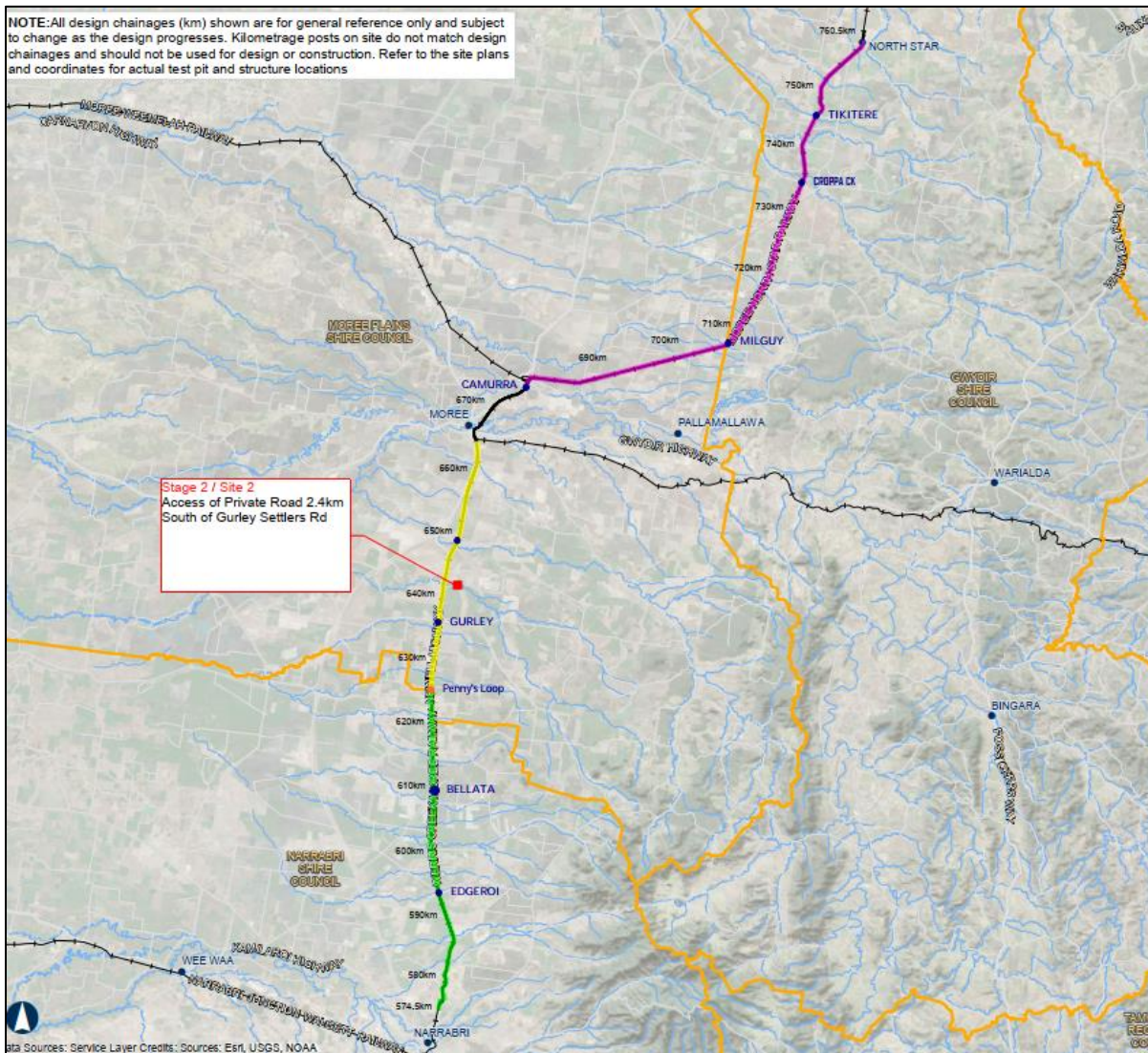
Position: Trans4m Rail JV Environmental Manager      Date: 09/02/2022

Signed: 

Name: Steve Fermio

Position: Environmental Representative      Date: 15/2/22

## Appendix A: Site Location



# Minor Ancillary Facility Checklist

## 1. Criteria for Minor Ancillary Facilities

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

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

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

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

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

**Table 1: Minor Ancillary Facility – Site Description**

|                    |  |
|--------------------|--|
| Site Name:         | Minor Ancillary Facility (Calimpa Rd)  |
| Location:          | Calimpa Rd (Moree, NSW)  |
| Chainage:          | CH701.0 – CH 701.4   |
| Program*:          | Construction: February 2022<br>Occupation: February 2022 – December 2022   |
| Land Use:          | RU1 – Primary Production (Source: Moree Plains Shire Council LEP)  |
| Footprint / Size:  | <15,000m <sup>2</sup>  |
| Use:               | Minor Ancillary Facility (Calimpa Rd) will be utilised for the following purposes: <ul style="list-style-type: none"> <li>▪ Trailer based (mobile) site office, port-o-loo and generator.</li> <li>▪ Carparking for site personnel.</li> <li>▪ Storage of construction plant and equipment.</li> <li>▪ Storage of top Ballast (&lt;20,000m<sup>3</sup>)</li> </ul>   |
| Site Surroundings: | Minor Ancillary Facility (Calimpa Rd) is surrounded by: <ul style="list-style-type: none"> <li>▪ North: Rimbanda Road, sparsely vegetated land and agricultural (cropping) land.</li> <li>▪ East: Calimpa Rd, Rail line and agricultural (cropping) land.</li> <li>▪ South: Stanester Road, Calimpa Rd, sparsely vegetated corridor, and agricultural (cropping) land.</li> <li>▪ West: Rail line, Calimpa Rd, sparse vegetation, and agricultural (cropping) land.</li> </ul> |

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

\*NOTE: Subject to weather and unexpected site conditions

**Table 2: Minor Ancillary Facility - Criteria**

| Criteria  | Compliant<br>(Y) Yes<br>(N) No | Comments   |
|---|--------------------------------|--|
| Located within the construction boundary as defined by the approval (CoA A21(a)). | Y                              | <p>Minor Ancillary Facility (Calimpa Rd) occurs on land that occurs within the Project’s Submission Preferred Infrastructure Report (SPIR) Construction Impact Zone and the CIZ – Construction WIP (20210217).</p> <p>Refer to Appendix A for the location.</p>  |
| Compliance with the Interim Construction Noise Guideline (CoA A21(b)(i))          | Y                              | <p>Two potential sensitive (residential) receivers were identified within 1km of the proposed MAF (Calimpa Rd) site.</p> <ul style="list-style-type: none"> <li>- NNS_Rx2267 (This residential dwelling has since been acquired by ARTC (27/09/2021) and is no longer considered a sensitive receiver).</li> <li>- NNS_Rx2266 - 163.66 metres south. This house is currently empty (at the time of approval), however has been assessed for noise in case of future occupancy.</li> </ul> <p>The locations of these receivers are shown in Appendix A.</p> <p>Given the proximity of this sensitive receiver (NNS_Rx2266) and potential for future occupancy, the TfNSW noise estimator tool has been used to predict the noise generated by the MAF during the loudest scenario (i.e. operation of the MAF). The noise assessment identified that the noise generated by the MAF during this scenario was 56dB or 16dB over the daytime NML. Refer to Appendix C for the noise assessments.</p> <p>Prior to site establishment works commencing, all potentially impacted landholders will be consulted regarding potential noise impacts associated with the construction and operation of MAF (Calimpa Rd).</p> |



| Criteria   | Compliant<br>(Y) Yes<br>(N) No | Comments  |
|--|--------------------------------|---|
|  |                                | The noise impacts to this sensitive receiver will be managed using the mitigation measures detailed in Section 2 of this document.  |
| At least 50m from watercourses and outside the 5% AEP flood zone (CoA A21(b) (ii))   | Y                              | <p>The proposed MAF (Calimpa Road) site gently falls to the South-west to Coolleeablee watercourse, located approximately 521m to the south and approximately 329m from an ephemeral waterway.</p> <p>The proposed MAF (Calimpa Rd) site is outside the area impacted by the existing 5% AEP local (blue highlighted in Appendix A).</p>  |
| Not within areas identified as threatened communities or species habitats beyond those already approved under the terms of the project approval (CoA A21(b) (iii)) | Y                              | <p>Approximately 13,500 m<sup>2</sup> of the proposed MAF (Calimpa Rd) site is mapped as</p> <ul style="list-style-type: none"> <li>- <i>Zone 0 – Cleared/Non-native Vegetation.</i></li> </ul> <p>Approximately 1,500m<sup>2</sup> of the proposed MAF (Calimpa Rd) site is mapped as</p> <ul style="list-style-type: none"> <li>- <i>Zone - 5 - PCT-56 BVT-BR186, NA182-Poplar Box- Belah woodland on clay-loam soils on alluvial plains of north-central NSW.</i></li> </ul> <p>The 1,500m<sup>2</sup> of PCT-56 that will be directly impacted by the MAF is entirely within the SPIR CIZ and therefore has been accounted for within the clearing limits detailed in CoA Table E1 and will be offset in accordance with ARTC's Biodiversity Offset Strategy.</p> |
| No significant impacts to utilities, primarily gas and electricity   | Y                              | The establishment and operation of MAF (Calimpa Rd) will not result in significant impacts to existing gas, electrical, water or communications utilities.  |
| Not on or near sites with known Aboriginal or non-Aboriginal heritage (CoA A21(b) (iii))   | Y                              | <p>No areas or items of Aboriginal or non-Aboriginal significance have been identified within the area impacted by the proposed MAF (Calimpa Rd) site.</p> <p>The <i>Aboriginal Cultural Heritage Management Plan, Narrabri to North Star – Separable Portion 1 (N2NS SP1)</i>, dated 18th December 2020 has been reviewed and there are no areas or items that require further salvage or survey.</p>  |
| Safe access to the road network and rail corridor and low impacts on <b>traffic and access</b> (CoA A21(b) (i))  | Y                              | Access to Minor Ancillary Facility (Calimpa Rd) will be provided directly via Calimpa Road at CH701.000.  |
| Relatively flat land   | Y                              | Minor Ancillary Facility (Calimpa Rd) is located on relatively flat land with <1m fall across the site.   |
| Low environmental impact with respect to waste management and flooding (CoA A21(b) (ii))   | Y                              | <p>The establishment and operation of the proposed MAF (Calimpa Rd) will generate minor waste volumes. These waste streams will generally consist of the following:</p> <ul style="list-style-type: none"> <li>▪ Wastewater</li> <li>▪ Wastepaper / cardboard</li> </ul>  |



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

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

## 2. Mitigation Measures

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

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

|     | Measure/Requirement   | Responsibility                                  | Timing/frequency |
|-----|---|---|------------------|
|     | <ul style="list-style-type: none"> <li>The No-Go Zones for the Project incl. the significance of this control and the environmental constraints it's protecting i.e. mapped TEC, threatened species, etc.</li> <li>Hours of operation.</li> <li>General noise related mitigation measures.</li> </ul>   |   |                  |
| 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.<br><br>Trans4m Rail's Environmental Manager (or delegate), ARTC and the Project Environmental Representative must be immediately notified of any unexpected finds. Other stakeholders (e.g. NSW EPA, OEH, DPIE, WaterNSW, Council, local landholders, etc) may also be notified depending on the nature and scale of the unexpected find. | All personnel / Construction Supervisor         | Construction     |
| 10) | Any spills or leaks of chemicals, fuels, oils, effluent or any other hazardous substance that occurs during site establishment must be managed and reported in accordance with Trans4m Rail's Environmental Incident Response and Reporting Procedure.  | All personnel / Construction Supervisor         | Construction     |
| 11) | Refuelling activities must always be closely supervised. Plant and equipment being refuelled must not be left unattended for any period of time.  | All personnel / Construction Supervisor         | Construction     |
| 12) | The land on which ancillary facilities, laydowns areas, access tracks and all other temporary works are located shall be rehabilitated to at least their pre-construction condition or better, unless otherwise agreed by the landowner.  | Construction Supervisor                         | Construction     |
| 13) | Weather forecast will be reviewed daily (via <a href="http://www.bom.gov.au/">http://www.bom.gov.au/</a> ) and additional measures implemented where unfavourable weather conditions (i.e. hot, dry weather, high wind speed (>10m/s)) are anticipated. Measures to be implemented during unfavourable weather conditions may include a reduction of speed, a modified construction methodology, alternative plant and equipment, altering the scheduled works or   | Environmental Manager / Construction Supervisor | Construction     |

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

### 3. Certification

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

Signed: 

Name: Georgia Pianko

Position: Jnr Environment Advisor

Date: 12/02/2022

Signed: 

Reviewed By: Adam Playne

Position: Senior Environmental Advisor

Date: 17/02/2022

Signed: 

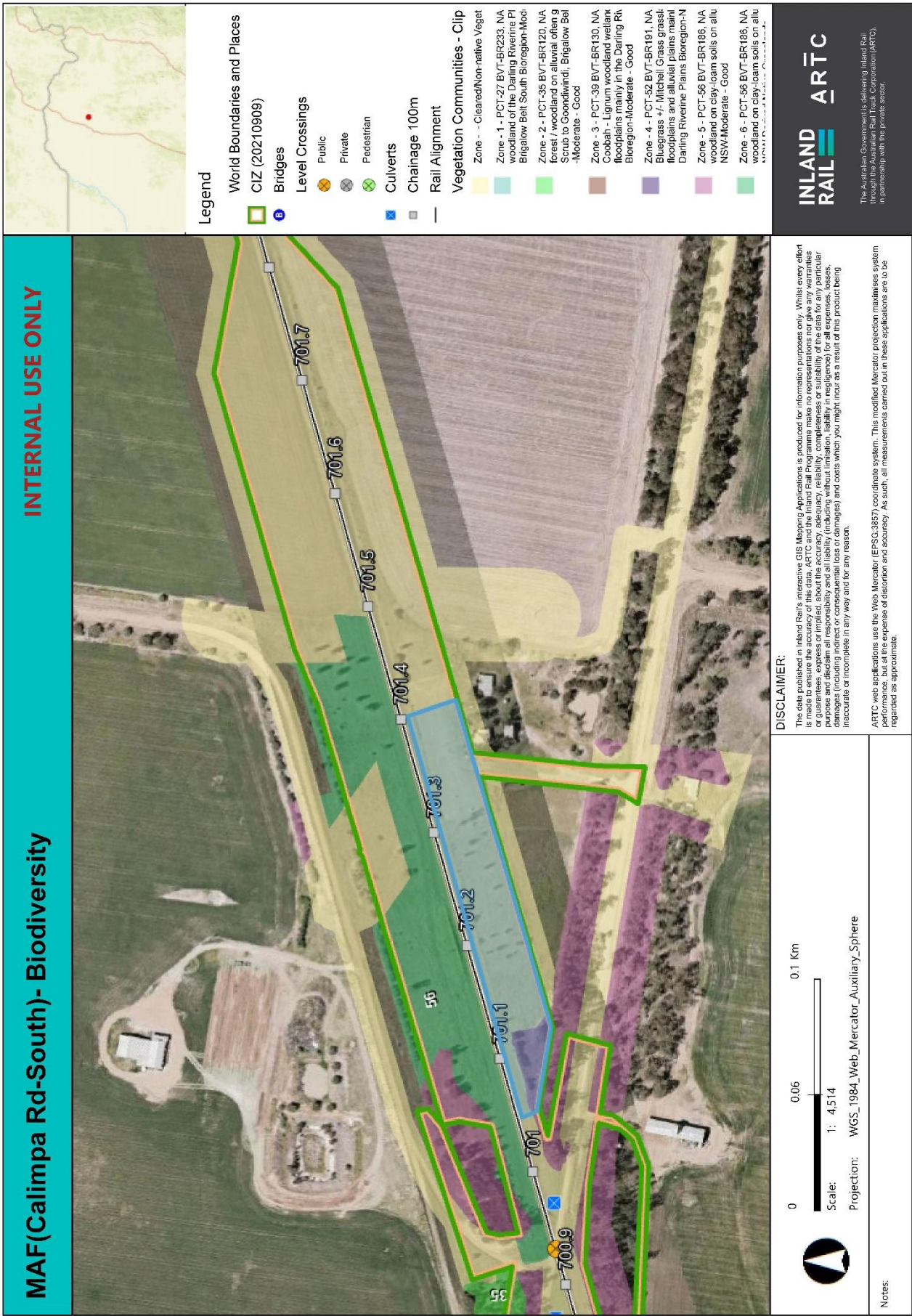
Name: Steve Fermio

Position: Environmental Representative

Date: 25/2/22

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



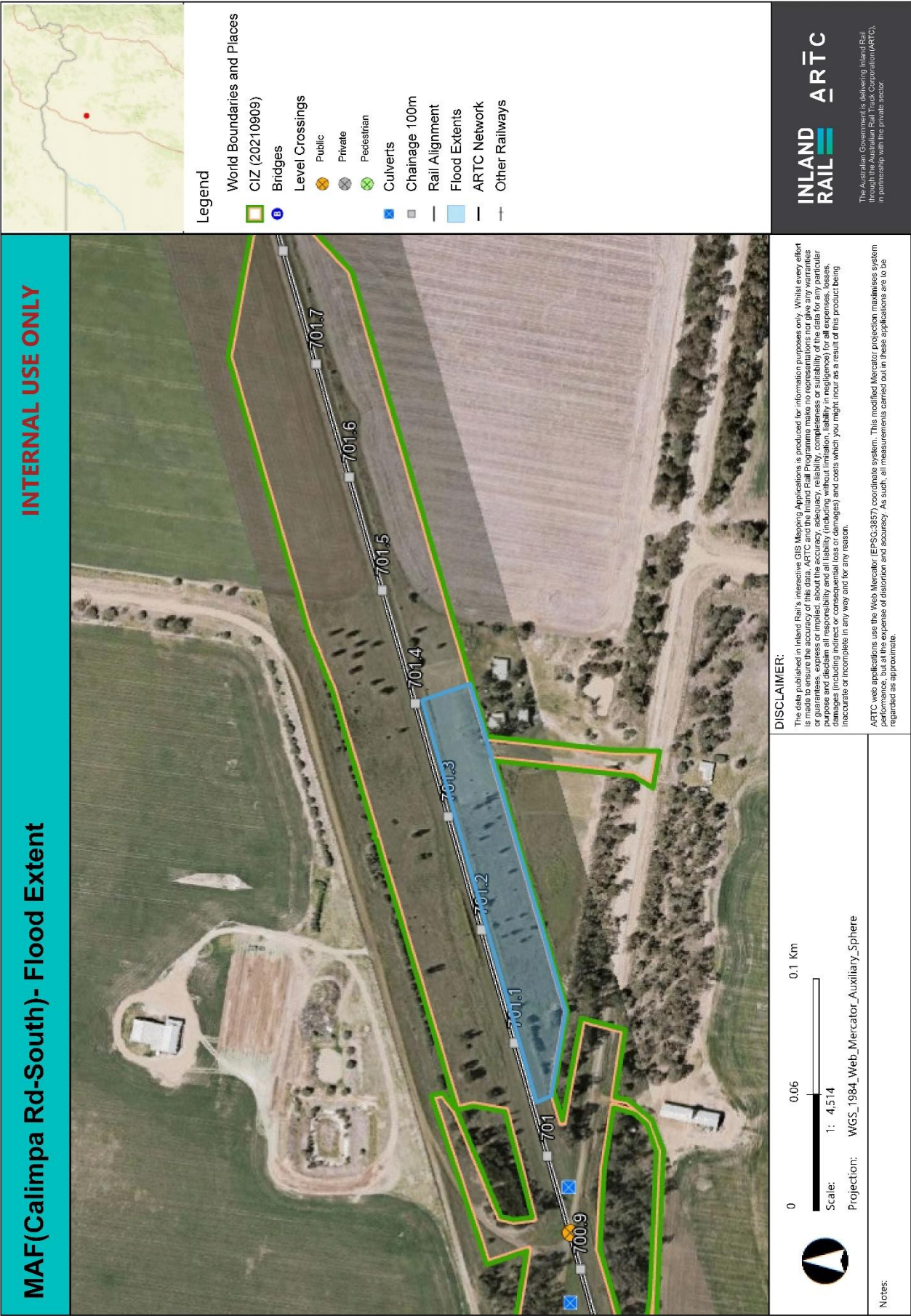


**INLAND RAIL**

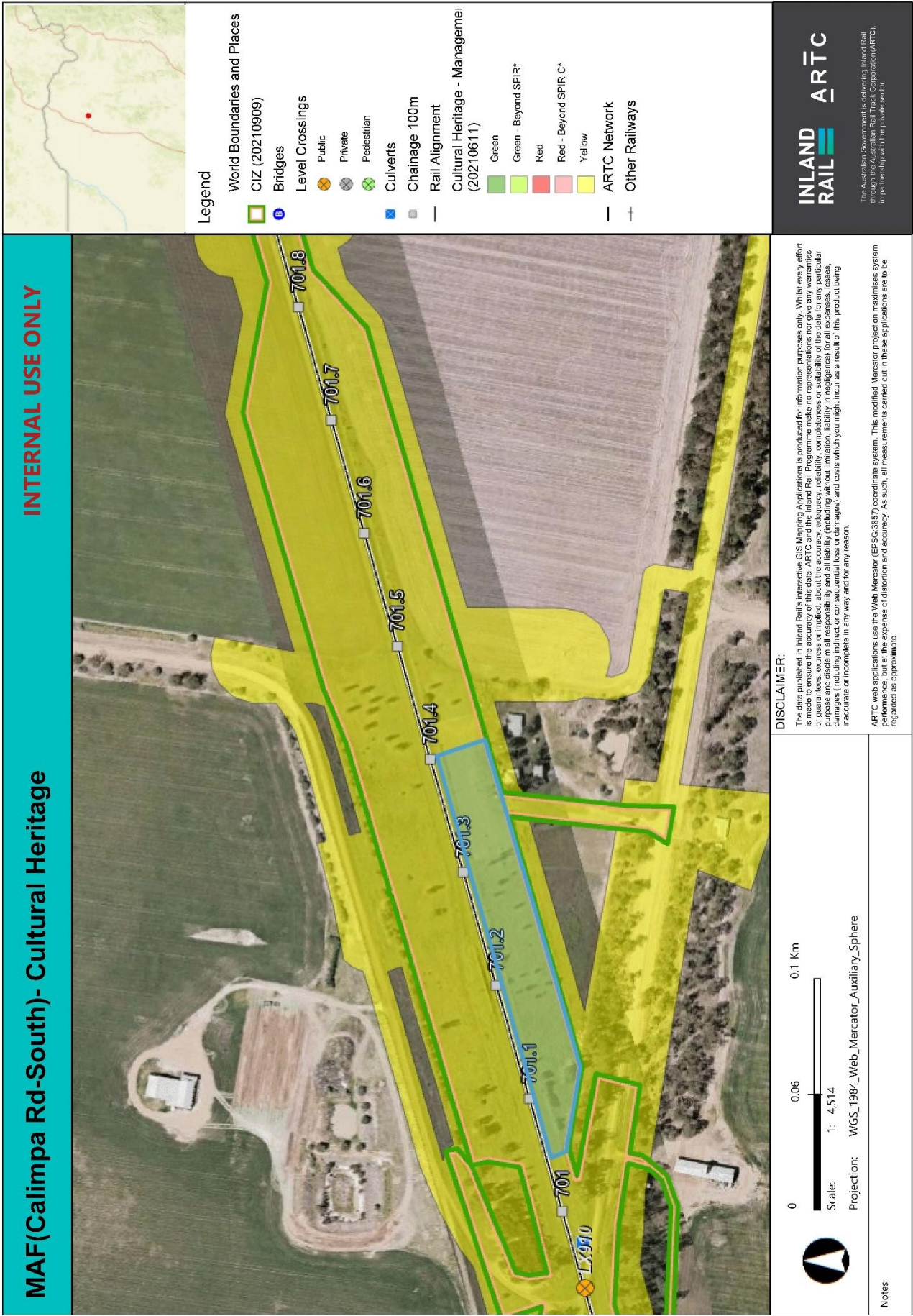
**ARTC**

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

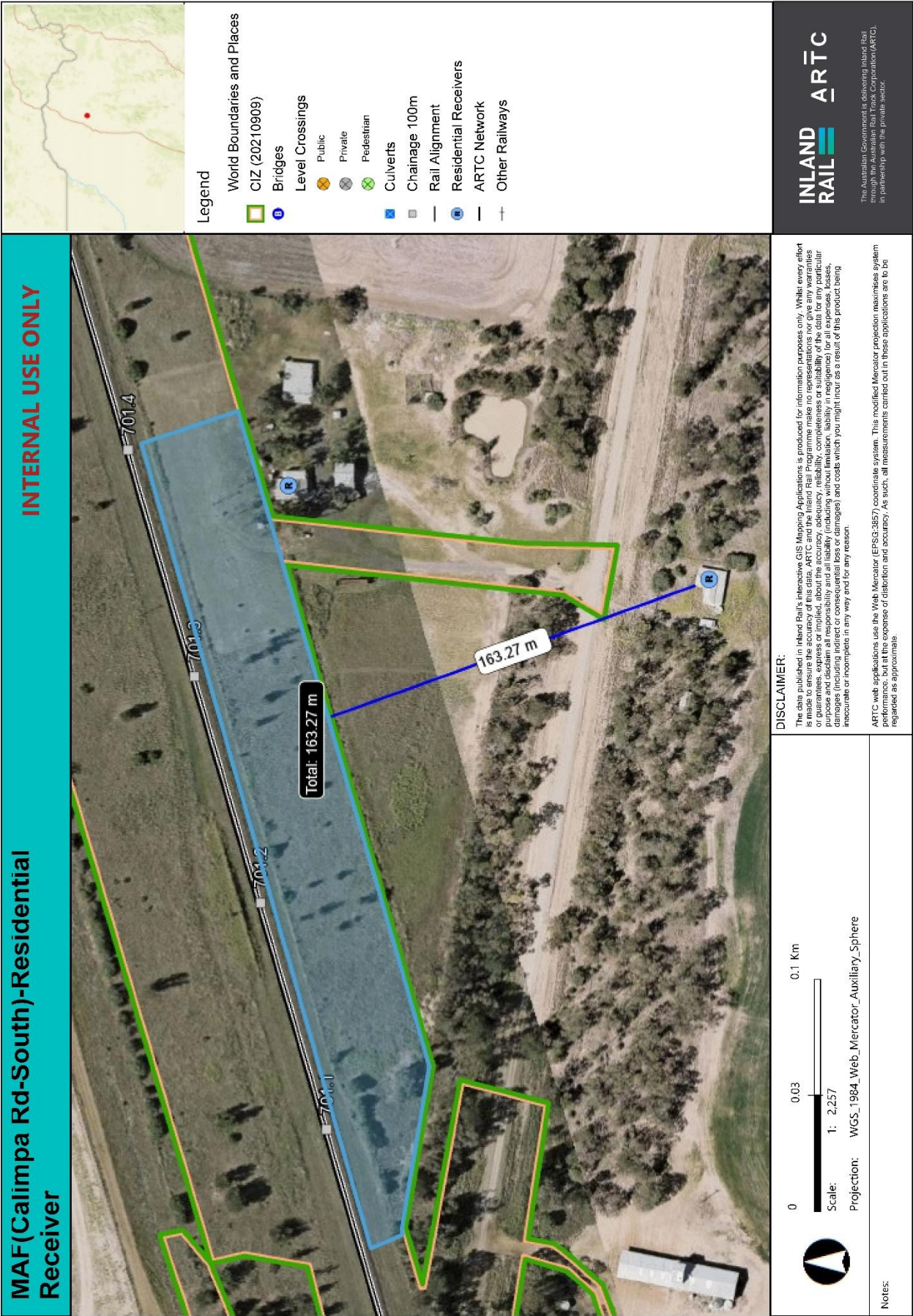










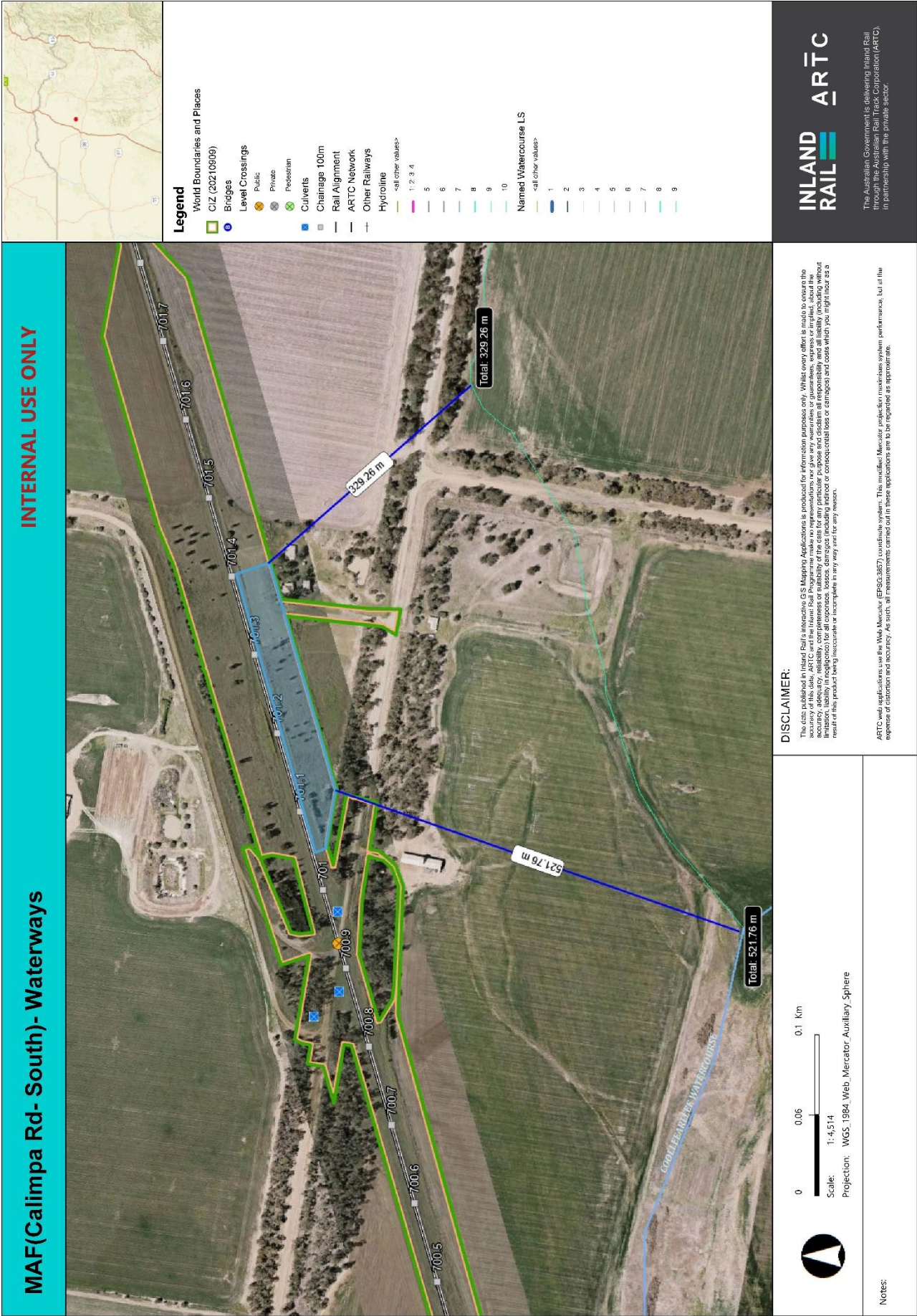


INLAND RAIL

ARTC

The Australian Government is delivering Inland Rail in partnership with the private sector.





INLAND  
RAIL

ARTC

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



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

|          |                                       |
|----------|---------------------------------------|
| <b>1</b> | Lat: 29.36525° S<br>Lon: 150.14636° E |
| <b>2</b> | Lat: 29.36567° S<br>Lon: 150.14634° E |
| <b>3</b> | Lat: 29.36356° S<br>Lon: 150.15286° E |
| <b>4</b> | Lat: 29.36379° S<br>Lon: 150.15365° E |

Inland Rail – Narrabri to North Star SP1  
**Minor Ancillary Facility Checklist – (Calimpa Rd) – Rev. 2**

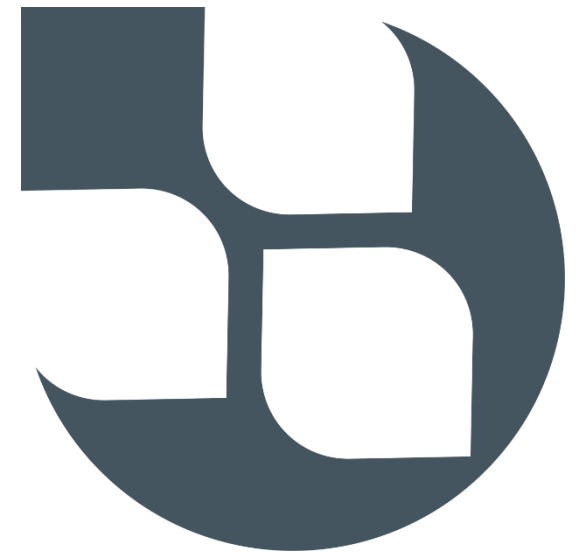
## APPENDIX C – ER INSPECTION REPORT

# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

## ENVIRONMENTAL REPRESENTATIVE'S INSPECTION REPORT

9/02/2022

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| SECTION 1: SUMMARY  |                                    |                          |
|---|------------------------------------|--------------------------|
| <b>Project:</b> Inland Rail – Narrabri to North Star  | <b>Date:</b> 9/2/2022              | <b>Time:</b> 0730 - 1700 |
| <b>Client:</b> ARTC   | <b>Inspection By:</b> Steve Fermio |                          |
| <b>Principal Contractor:</b> Trans4m  | <b>Report No.:</b> 220209          | <b>Pages:</b> 20         |
| <b>Locations Inspected:</b> Stage 1 entire corridor   |                                    |                          |
| <b>Issued to:</b> ARTC, Trans4m   |                                    |                          |
| <b>Weather conditions:</b> Fine and warm  |                                    |                          |
| <b>Attendees:</b> Trans4m: Adam Playne, Dave Carberry, Greg Hopkins   |                                    |                          |
| <p><b>OVERVIEW</b></p> <p>This inspection focussed on a familiarisation with the Stage 1 corridor area from Penneys Lane to the Newell Highway overbridge north of Narrabri. Minor site preparation, slashing, survey and pre clearing ecological survey works were taking place at the time. The location of several proposed MAF sites were reviewed in the field and the establishment of the approved 10 Mile Creek MAF had commenced.</p> <p><b>SUMMARY OF KEY FINDINGS:</b></p> <ul style="list-style-type: none"> <li>10 Mile Creek MAF (Stage 1): Rollover needed at northernmost end of MAF to prevent runoff from leaving site. Soil binder or similar needed on exposed soil at northern end of MAF in lieu of crushed rock placement over this area (which has been delayed)</li> </ul> <p>The current status of previous site inspection and plan review findings are set out in Sections 4 and 5 below.</p> |                                    |                          |




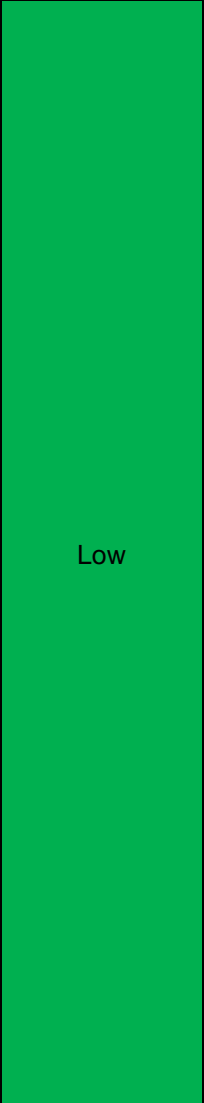

### SECTION 2 – SITE INSPECTION

The site inspection focussed on a familiarisation with the Stage 1 rail corridor prior to major construction works commencing and proposed MAF site locations. Minor site preparation, slashing, survey and pre clearing ecological survey works were taking place in the Stage 1 area at the time of the inspection. The only finding (low risk) identified during the inspection is outlined below:

- 10 Mile Creek MAF: Rollover needed at northernmost end of MAF to prevent runoff from leaving site. Soil binder or similar needed on exposed soil at northern end of MAF in lieu of crushed rock placement over this area.

### SECTION 3 – NO PLAN REVIEW TOOK PLACE DUE TO ALL DAY ER SITE INSPECTION OF STAGE 1 AREA



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

| Ref  | Photo / Location  | Finding   | Priority  | Status (including close out evidence)  |
|--|---|---|---|--|
| <b>INLAND RAIL PROJECT – NARRABRI TO NORTH STAR</b><br><br><b>20210908-119</b><br><br>Lon:149.819<br><br>Lat:-29.636<br><br>Tycannah Creek | <br><br> | <br><br>Geofabric covering embankment batter to prevent material washing over edge of bridge prior to being cut back to final shape<br><br><i>Finding: Design process to be reviewed to understand how constructability factored in (or not) &amp; any lessons learned arising</i> |  <div>Low</div> | <br><b>PROGRESSING</b><br><br>Batter slope cut back from edge (MR to send photos).<br><br>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.<br><br>6/10: Meeting with IR DJV representatives scheduled for week of 11/10 to discuss<br><br>20/10: Meeting with IR DJV to be scheduled for week of 25/10 to discuss<br><br>17/11: Further information has been provided to ER by IR DJV for consideration<br><br>1/11: ER provided response to IRDJV email of 3 November concerning fish passage requirements at Tycannah Creek on 26/11. JB to meet |





| Ref | Photo / Location | Finding | Priority | Status (including close out evidence)  |
|-----|------------------|---------|----------|--|
|     |                  |         |          | <p>with Matt Ross to further discuss and provide response</p> <p>15/12: Meeting between Justin Bate, Grant Brown &amp; IRDJV to take place on 16/12 to discuss issue and provide feedback to ER</p> <p>25/1: ARTC to provide update at 9/2 ER inspection</p> <p>9/2: Wing walls on upstream and downstream top edges of culvert being redesigned to better contain rail embankment material. It is planed to retrofit these during the next Stage 2 possession</p> |



## INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

| Ref  | Photo / Location  | Finding  | Priority      | Status (including close out evidence)  |
|--|---|--|---------------|--|
| <p><b>20220125-199</b></p> <p>Lon:150.310</p> <p>Lat:-29.115</p> <p>Croppa Creek</p> |   <p>Maxar   NPSR, Esri, © OpenStreetMap contributors, ... Powered by Esri</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> | <p>Medium</p> | <p><b>CLOSED</b></p> <p>Photo's sighted evidence that area was spray sealed after inspection</p> |



# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

| Ref   | Photo / Location  | Finding   | Priority   | Status (including close out evidence)  |
|---|---|---|------------|--|
| <p><b>20220125-195</b></p> <p>Lon:150.252</p> <p>Lat:-29.271</p> <p>Gil Gil Creek</p> |   <p>Maxar   Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p> | <p>Housekeeping, clean up of waste and other materials and maintenance of silt fence required</p> | <p>Low</p> | <p><b>CLOSED</b></p> <p>Photos sighted evidence of clean up and extension of No Go Zone flagging occurred following inspection</p> |



## INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

| Ref   | Photo / Location  | Finding   | Priority   | Status (including close out evidence)  |
|---|---|---|------------|--|
| <p><b>20220125-194</b></p> <p>Lon:150.252</p> <p>Lat:-29.270</p> <p>Gil Gil Creek</p> |   <p>Maxar   Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p> | <p>Reinstatement, continuation of No Go flagging tape around perimeter of laydown area required</p> | <p>Low</p> | <p><b>CLOSED</b></p> <p>Photos sighted evidence of clean up and extension of No Go Zone flagging occurred following inspection</p> |





| Ref   | Photo / Location  | Finding   | Priority    | Status (including close out evidence)   |
|---|---|---|-------------|---|
| <p><b>20220125-193</b></p> <p>Lon:150.251</p> <p>Lat:-29.272</p> <p>Gil Gil Creek</p> |   <p>Maxar   Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p> | <p>Refueling of excavator observed taking place within 50m of Gil Gil Creek.</p> <p>Refueling activity was ceased at time of inspection. Additional Tool Box, Site Poster and Induction related actions to be implemented</p> | <p>High</p> | <p><b>CLOSED</b></p> <p>Pre start record for Pad 4 (fuel drivers do pre starts here) on 26/1/22 noted refuelling needs to be located greater than 50m from creeks. Daily Briefing Project Wide given on 27/1/22 also covered refuelling issue</p> |


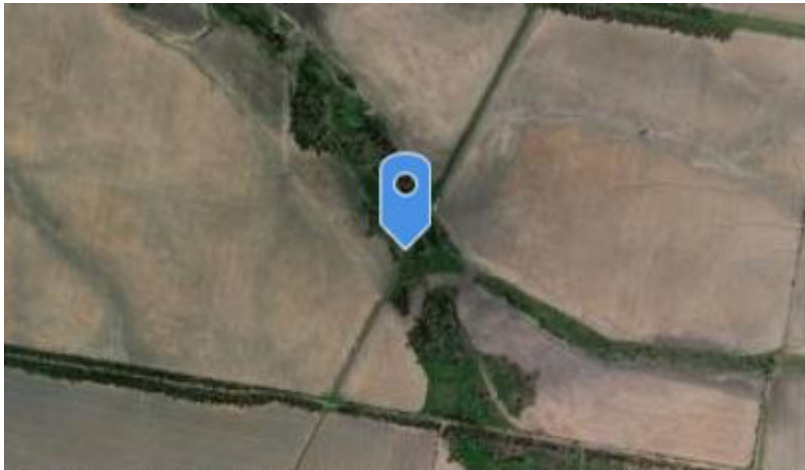


| Ref   | Photo / Location  | Finding  | Priority    | Status (including close out evidence)   |
|---|---|--|-------------|---|
| <p><b>20220125-192</b></p> <p>Lon:150.250</p> <p>Lat:-29.274</p> <p>Gil Gil Creek</p> |   <p>Maxar   Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p> | <p>Overflowing concrete washout pit. Concrete was dry at time of inspection.</p> <p>Concrete to be removed and disposed of appropriately and pit reinstated if required.</p> | <p>High</p> | <p><b>CLOSED</b></p> <p>Daily Project Wide Briefing on 27/1/22 also covered concrete washouts and pit has been emptied and reinstated</p> |

# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

| Ref   | Photo / Location  | Finding  | Priority   | Status (including close out evidence)   |
|---|---|--|------------|---|
| <p><b>20220125-191</b></p> <p>Lon:150.231</p> <p>Lat:-29.305</p> <p>Milguy</p> <p>Chainage 712.58</p> |   <p>Maxar   Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p> | <p>Upstream culvert bund at chainage partially damaged, requires reinstatement</p> | <p>Low</p> | <p><b>OPEN</b></p> <p>To be advised</p> |

# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

| Ref  | Photo / Location  | Finding   | Priority   | Status (including close out evidence) |
|--|---|---|------------|---------------------------------------|
| <p><b>20220125-188</b></p> <p>Lon:150.226</p> <p>Lat:-29.313</p> <p>Milguy</p> |   <p>Maxar   Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p> | <p>No Go Zone flagging requires reinstatement</p> | <p>Low</p> | <p><b>OPEN</b></p> <p>TBA</p>         |

| SECTION 5: PREVIOUS PLAN REVIEW FINDINGS |   |  |   |
|--|---|--|---|
| STAGE                                    | REQUIREMENT   | FINDING / COMMENT  | CLOSE-OUT ACTION PROPOSED / IMPLEMENTED   |
| <b>SOIL AND WATER MANAGEMENT PLAN</b>    |   |  |   |
| CL15                                     | Storage of hazardous materials on-site will be limited to only that considered necessary. All hazardous and flammable materials will be stored in secure, bunded and well-ventilated facilities (i.e. self-bunded chemical storage container or equivalent) and in accordance with “AS1940 The storage and handling of flammable and combustible liquids”. Safety Data Sheets, adequate firefighting equipment and spill kits will also be located in close proximity to the storage area | This has been observed on previous ER inspections and photo provided in table below.   | Focussed audit to be undertaken with safety team.<br>25/8: Outstanding<br>8/9: To be undertaken on the Saturday HSE superintendent, EM combined management HSE inspection<br>20/10: Outstanding<br>3/11: Outstanding<br>25/1: Outstanding<br>9/2: Audit completed in 2021. Record of audit to be provided at, or prior to, next ER inspection on 23/2 |
| 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.<br>25/8: Outstanding<br>8/9: To be undertaken on the Saturday HSE superintendent, EM combined management HSE inspection<br>20/10: Outstanding<br>25/1: Outstanding<br>9/2: Audit completed in 2021. Record of audit to be provided at, or prior to, next ER inspection on 23/2                                      |
| <b>COMMUNICATIONS STRATEGY</b>           |   |  |   |
| Table 6                                  | Physical presence locations   | OFI<br>Suggest including Moree Project office as one of the physical presence locations in next revision of Strategy   | <b>CLOSED</b><br>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<br>25/1: Outstanding<br>9/2: Rev 4 of ARTC Communications Strategy approved on 10/1/22   |
| Table 7                             | Project factsheet displayed on project website  | OFI<br>Project factsheet is not easy to locate on Project website. Consider making available closer to project landing page   | <b>CLOSED</b><br>Phase 1 fact sheet on 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<br>No project hoarding / fencing wrap is currently in use due to relatively remote / hidden nature of most worksites.<br><br>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.   | <b>CLOSED</b><br>Moree Station not part of SP1 works now  |
| Figure 4                            | Steps 3 and 4 provide for senior project team review of unresolved complaints and opportunity for mediation of unresolved complaints  | OFI<br>The trigger for offering mediation in the case of unresolved complaints is unclear in the Figure 4 process. It is recommended that the process be amended / clarified to require that mediation be offered in the event of any unresolved complaint, and that in the event such mediation is not taken up by the complainant, that the complaint can then be closed out. | <b>CLOSED</b><br>Mediation process for unresolved complaints clarified in Rev 4   |
| <b>BIODIVERSITY MANAGEMENT PLAN</b> |   |   |   |
| B33                                 | Designs for works within or near watercourses will provide for the retention of natural functions and maintenance of fish passage in accordance with Why do fish need to cross the road? Fish passage requirements for waterway crossings ( <i>Fairfull and Witheridge, 2003</i> ). | EIS does not identify the streams in the project area as high value fish habitat due to their ephemeral nature. The larger creeks like Croppa, Gil Gil, Gurley have bridges, not Tycannah.  | <b>PROGRESSING</b><br>Requirement may apply to Tycannah Creek and will be discussed at meeting with IR DJV during week of 11/10<br>20/10: Meeting with IR DJV to be scheduled for week of 25/10<br>17/11: Further information received from IR DJV for consideration<br>15/12: Meeting to be held on 16/12 to further discuss issue with IRDJV and provide feedback to ER |

|  |  |   |  |
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|  |  |   | 25/1: Outstanding<br>9/2: Initial fish passage review workshop held with design team on 16/12/21. Relevant Stage 1, 2 & 3 culvert crossings currently being reviewed   |
| <b>PEST AND WEED MANAGEMENT PLAN IMPLEMENTATION REVIEW</b> |  |   |  |
| PW8  | Further washdown of vehicles, plant and equipment will be conducted as required. For example, where plant or vehicles have left sealed roads and driven through a known or potentially weed infested area then immediate washing will be required.   | Washdown Bay at Pad 4 Bulluss Drive. Equipment washed down before going to AFF property.  | <b>CLOSED</b><br>Weed declarations to be provided by Adam for AFF site<br>25/1: Outstanding<br>9/2: Several Weed Hygiene Declaration forms for various mobile plant sighted  |
| PW9  | Further washdown of vehicles, plant and equipment will be conducted when transferring between landholdings within the project area.  | As per above  | <b>CLOSED</b>  |
| <b>Traffic, Transport and Access Management Plan</b>       |  |   |  |
| Section 2  | “Trans4m Rail and ARTC will liaise with TfNSW and relevant Councils at monthly intervals with the aim of developing and implementing measures aimed at reducing the impact of the project on the regional and local road networks. This will include any potential cumulative impacts from the simultaneous construction of the rail link and Newell Highway upgrade works. Other stakeholders (i.e. emergency services, bus operators, etc) will be invited as required.<br>This forum will also be used to discuss the current and pending use of local roads by construction traffic and address any issues raised by TfNSW or Council/s. These forums will be facilitated by Trans4m Rail and minutes and actions taken and distributed” | Meetings with Newell Hwy Upgrade team and most councils do occur although generally on as needs basis, rather than monthly.<br><br>Minutes from Gwydir Shire Council – Roads Maintenance meeting held on 1/11/21 sighted<br><br>2021 10 19 Transport for NSW Meeting – interfacing with the Newell Highway upgrades | Consider amending meeting frequency to reflect current as needs basis meetings if agreed by Councils and TfNSW<br><br><b>Confirm process to ensure this will be addressed in next revision of TTAMP and close if appropriate</b> |
| Section 6.1  | “Trans4m Rail will facilitate monthly meetings with ARTC, TfNSW and Council/s to discuss the current and pending use of local and regional roads by construction traffic to access the construction alignment and laydown areas. The monthly meeting will also be used to raise issues and identify actions to reduce the impact of the project on the regional and local road networks and to road users. These forums will be facilitated by Trans4m Rail and minutes and actions taken and distributed.”  | As per section 2 consultation requirements, it does not appear that regular monthly meetings are being held but are being held on a more as needs basis   | Consider amending meeting frequency to reflect current as needs basis meetings if agreed by Councils and TfNSW<br><br><b>Confirm process to ensure this will be addressed in next revision of TTAMP and close if appropriate</b> |

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| Section 6.2   | <p>“Three CAFs will be established to accommodate around 60 staff each. The CAFs will be located at the sites:</p> <ul style="list-style-type: none"> <li>• Bellata at Ch 602,900 inside the CIZ (to be confirmed by ARTC landowner agreement); and</li> <li>Moree at Ch 664,000 inside the CIZ”</li> </ul>  | Moree CAF has been established. It is understood that the proposed CAF at Bellata will now not be constructed                          | <p>Amend next revision of TTAMP to remove reference to Bellata CAF</p> <p><b>Confirm process to ensure this will be addressed in next revision of TTAMP and close if appropriate</b></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 possible. A list of existing Bus Routes that are expected to operate along the SP1 alignment are noted in Appendix D.”</p> | It is not proposed to implement the TBAS system on the project.  | <p>This section should be revised in the next revision of the TTAMP to reflect the current situation regarding this initiative.</p> <p><b>Confirm process to ensure this will be addressed in next revision of TTAMP and close if appropriate</b></p> |
| <b>Section 3 Construction Environmental Management Plan</b> |  |  |   |
| 3.2   | The performance of the Project will be monitored against the objectives and targets. Project performance monitoring will be documented in the Project construction compliance reports (see Section 7) and at least on a quarterly basis as part of the management review   | Objectives and targets not being formally monitored or reported on to project management but there is evidence targets are being met.  | <b>Check Rev 1 of CEMP to see if addressed and close if appropriate</b>   |
| 8.1.1   | <p>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:</p> <ul style="list-style-type: none"> <li>• Incidents;</li> <li>• Initiatives;</li> </ul>   | Dashboard Report in Appendix I is not happening but some performance information is being provided to ARTC in monthly project reports. | <b>Check Rev 1 of CEMP to see if addressed and close if appropriate</b>   |


## INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

|  |   |  |   |
|--|---|--|---|
|  | <ul style="list-style-type: none"> <li>Resource use intensity metrics; and</li> <li>Environment impacts internal audit outcomes and monthly Global Mandatory Requirements (GMR) Assessments.</li> </ul> <p>Appendix I depicts an example snapshot of the dashboard.</p>   |  |   |
| 8.5  | <p>Appropriate training records shall be kept and maintained in accordance with T4MR-MPR-BUA-018 Records Management. All training identified in the associated training matrix will be delivered according to the training schedule. Training and development needs identified through the performance and development process will be achieved as per time frames nominated in individual plans.</p>   | T4M Training Matrix needs to be updated with enviro training delivered eg ERSED, 5 Clawed Worm skink etc   | <p>Update Training Matrix with enviro related training carried out to date and planned</p> <p><b>Check Rev 1 of CEMP to see if addressed and close if appropriate</b></p>   |
| Table 17<br>Inspection<br>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   | <p>Consider deleting this requirement in Rev 1 of CEMP</p> <p><b>Check Rev 1 of CEMP to see if addressed and close if appropriate</b></p>   |
| 8.9  | <p>CoA C14 requires that Construction Monitoring Programs must be developed and implemented for the following issues:</p> <ul style="list-style-type: none"> <li>Noise and vibration;</li> <li>Water usage;</li> <li>Air quality; and</li> <li>Physical condition of local roads.</li> </ul> <p>These monitoring programs are contained within the relevant sub-plans. The results of the monitoring programs will be submitted to the Planning Secretary, and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program (6 monthly).</p> | 6 monthly monitoring program reports provided via Aconex   | <p><b>CLOSED</b></p> <p>6 monthly monitoring report submitted via Major Project Portal in October 21.</p>   |
| Table 18<br>Compliance<br>Monitoring<br>and<br>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 | <p>More information required on whether / how these audits were conducted and reported on</p> <p>9/2: Further evidence to be provided at 23/2 ER inspection and also consider wrt to Rev 1 of CEMP under review</p> |
|  | <p><b>Compliance tracking report</b></p> <p>Identifies progress and evidence of compliance against each compliance requirement, within 5 Business Days of each Calendar Quarter Date. Compliance tracking against Contract and Conditions of Approval for licences, approvals and permits managed via the Obligations Register feature of PPW.</p>  | There is no evidence of this having occurred   | <p>9/2: Further evidence to be provided at 23/2 ER inspection and also consider wrt to Rev 1 of CEMP under review</p>   |



## INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

|      |   |  |  |
|------|---|--|--|
|      | <b>Weekly Site inspection reports</b><br>Environmental inspection report Submitted to the Trans4m Rail Project Director, Environment Manager, Construction Manager and Supervisor.  | There is no evidence of this having occurred | 9/2: Further evidence to be provided at 23/2 ER inspection and also consider wrt to Rev 1 of CEMP under review |
|      | <b>Monthly Management reports</b><br>Progress reports including non-conformances, issues and corrective actions submitted to the Trans4m Rail Project Director.   | There is no evidence of this having occurred | 9/2: Further evidence to be provided at 23/2 ER inspection and also consider wrt to Rev 1 of CEMP under review |
| 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 | 9/2: Further evidence to be provided at 23/2 ER inspection and also consider wrt to Rev 1 of CEMP under review |

| SECTION 6: AUTHORISATION   |  |
|--|--|
| Name: Steve Fermio   | Position: Environmental Representative |
| Signature:    | Date: 12/2/2022                        |
| SECTION 7: SITES / ITEMS TO BE REVIEWED AT NEXT ER INSPECTION  |  |
| Next inspection Wed 23/2/22. Focus on lessons learned from 2021, Trans4m site environmental inspection and monitoring processes (enviro and construction team) and Stage 3 worksites |  |

# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

## ENVIRONMENTAL REPRESENTATIVE'S INSPECTION REPORT

23/02/2022

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## SECTION 1: SUMMARY

|  |                                    |                          |
|--|------------------------------------|--------------------------|
| <b>Project:</b> Inland Rail – Narrabri to North Star   | <b>Date:</b> 23/2/2022             | <b>Time:</b> 0730 - 1700 |
| <b>Client:</b> ARTC  | <b>Inspection By:</b> Steve Fermio |                          |
| <b>Principal Contractor:</b> Trans4m   | <b>Report No.:</b> 220223          | <b>Pages:</b> 16         |
| <b>Locations Inspected:</b> No inspection due to heavy rain in Project area  |                                    |                          |
| <b>Issued to:</b> ARTC, Trans4m, DPE   |                                    |                          |
| <b>Weather conditions:</b> Rain  |                                    |                          |
| <b>Attendees:</b> Trans4m: Adam Playne, Dave Carberry, Michael Matthews, Kristian Hancock ARTC: Justin Bate  |                                    |                          |
| <p><b>OVERVIEW</b></p> <p>No inspection was undertaken due to heavy rainfall in the Moree area the previous day and overnight which prevented access to worksites.</p> <p>Nearly all of the previous ER findings, including those carried over from 2021, were closed out at the inspection. A big effort by ARTC and the Trans4m team to achieve this.</p> <p>A Lessons Learned Workshop from Stages 2 &amp; 3 was facilitated by Trans4m using the Collective Insight process and senior Trans4m construction team participated in part to help shape and identify ways to help support the implementation of these actions. The Workshop will be completed at the next ER inspection in a fortnight and the details included in the March ER Monthly Report.</p> <p><b>SUMMARY OF KEY FINDINGS:</b></p> <p>NA</p> <p>The current status of previous site inspection and plan review findings are set out in Sections 4 and 5 below.</p> |                                    |                          |



## SECTION 2 – SITE INSPECTION

No site inspection was undertaken due to heavy rainfall preventing access to Project worksites.

The one finding from the previous ER inspection concerning a rollover needed at northernmost end of the 10 Mile Creek MAF to prevent runoff from leaving site and application of soil binder on exposed soil in lieu of crushed rock placement has been closed out (see photos below).






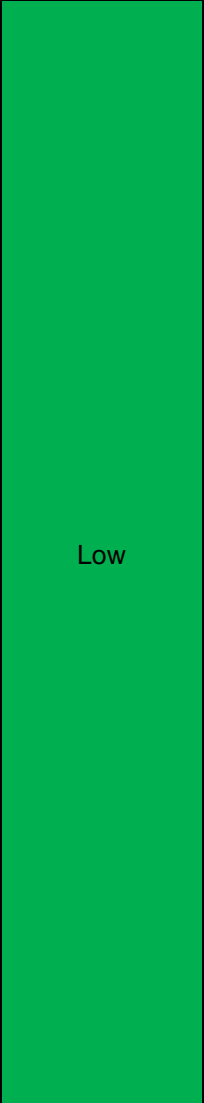

Rollover at northern end of MAF site



Soil binder applied to track leading down to creek

**SECTION 3 – NO PLAN REVIEW TOOK PLACE DUE TO LESSONS LEARNED WORKSHOP**

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



| Ref  | Photo / Location  | Finding   | Priority  | Status (including close out evidence)  |
|--|---|---|---|--|
| <b>INLAND RAIL PROJECT – NARRABRI TO NORTH STAR</b><br><br><b>20210908-119</b><br><br>Lon:149.819<br><br>Lat:-29.636<br><br>Tycannah Creek | <br><br> | <br><br>Geofabric covering embankment batter to prevent material washing over edge of bridge prior to being cut back to final shape<br><br><i>Finding: Design process to be reviewed to understand how constructability factored in (or not) &amp; any lessons learned arising</i> |  <div>Low</div> | <br><b>PROGRESSING</b><br><br>Batter slope cut back from edge (MR to send photos).<br><br>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.<br><br>6/10: Meeting with IR DJV representatives scheduled for week of 11/10 to discuss<br><br>20/10: Meeting with IR DJV to be scheduled for week of 25/10 to discuss<br><br>17/11: Further information has been provided to ER by IR DJV for consideration<br><br>1/11: ER provided response to IRDJV email of 3 November concerning fish passage requirements at Tycannah Creek on 26/11. JB to meet |




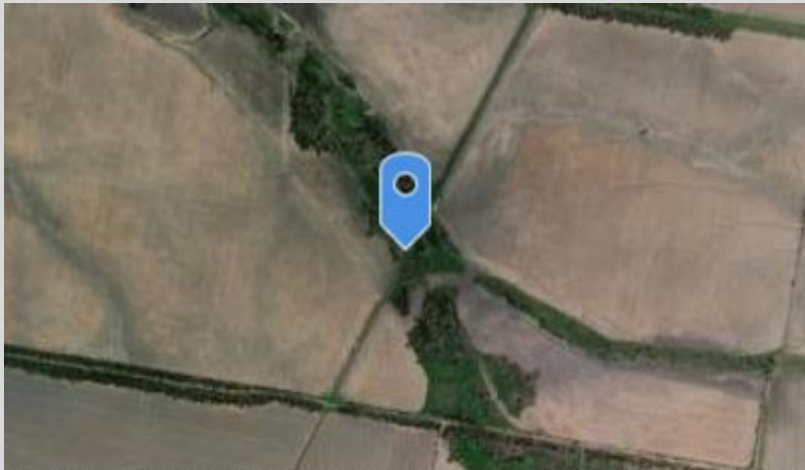
## INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

| Ref | Photo / Location | Finding | Priority | Status (including close out evidence)  |
|-----|------------------|---------|----------|--|
|     |                  |         |          | <p>with Matt Ross to further discuss and provide response</p> <p>15/12: Meeting between Justin Bate, Grant Brown &amp; IRDJV to take place on 16/12 to discuss issue and provide feedback to ER</p> <p>25/1: ARTC to provide update at 9/2 ER inspection</p> <p>9/2: Wing walls on upstream and downstream top edges of culvert being redesigned to better contain rail embankment material. It is planned to retrofit these during the next Stage 2 possession in April</p> |

# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

| Ref   | Photo / Location  | Finding  | Priority   | Status (including close out evidence)  |
|---|---|--|------------|--|
| <p><b>20220125-191</b></p> <p>Lon:150.231</p> <p>Lat:-29.305</p> <p>Milguy</p> <p>Chainage 712.58</p> |   <p>Maxar   Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p> | <p>Upstream culvert bund at chainage partially damaged, requires reinstatement</p> | <p>Low</p> | <p><b>CLOSED</b></p> <p><b>Upstream bund has been removed in consultation with CEPSC. Photo sighted.</b></p> |

# INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

| Ref  | Photo / Location  | Finding   | Priority   | Status (including close out evidence)                                 |
|--|---|---|------------|---|
| <p><b>20220125-188</b></p> <p>Lon:150.226</p> <p>Lat:-29.313</p> <p>Milguy</p> |   <p>Maxar   Esri, © OpenStreetMap contributors, HERE, ... Powered by Esri</p> | <p>No Go Zone flagging requires reinstatement</p> | <p>Low</p> | <p><b>CLOSED</b></p> <p><b>Flagging reinstated. Photo sighted</b></p> |

## SECTION 5: PREVIOUS PLAN REVIEW FINDINGS

| STAGE                                 | REQUIREMENT   | FINDING / COMMENT  | CLOSE-OUT ACTION PROPOSED / IMPLEMENTED  |
|---------------------------------------|---|--|--|
| <b>SOIL AND WATER MANAGEMENT PLAN</b> |   |  |  |
| CL15                                  | Storage of hazardous materials on-site will be limited to only that considered necessary. All hazardous and flammable materials will be stored in secure, bunded and well-ventilated facilities (i.e. self-bunded chemical storage container or equivalent) and in accordance with “AS1940 The storage and handling of flammable and combustible liquids”. Safety Data Sheets, adequate firefighting equipment and spill kits will also be located in close proximity to the storage area | This has been observed on previous ER inspections and photo provided in table below.   | <b>CLOSED</b><br>Focussed audit to be undertaken with safety team.<br>25/8: Outstanding<br>8/9: To be undertaken on the Saturday HSE superintendent, EM combined management HSE inspection<br>20/10: Outstanding<br>3/11: Outstanding<br>25/1: Outstanding<br>9/2: Audit completed in 2021.<br>Record of audit to be provided at, or prior to, next ER inspection on 23/2<br>23/2: Trans4m internal Chemical Storage Audit completed 27/11/21 at Croppa Creek. Milguy Hazardous Chemical Storage Audit completed by Trans4m EM on 19/2/22. Follow up actions loaded into PPW (sighted) |
| 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 | <b>CLOSED</b><br>Safety team will also audit this.<br>25/8: Outstanding<br>8/9: To be undertaken on the Saturday HSE superintendent, EM combined management HSE inspection<br>20/10: Outstanding<br>25/1: Outstanding<br>9/2: Audit completed in 2021.<br>Record of audit to be provided   |



|                                     |   |  |   |
|-------------------------------------|---|--|---|
|                                     |   |  | at, or prior to, next ER inspection on 23/2<br>23/2: Trans4m internal Chemical Storage Audit completed 27/11/21 at Croppa Creek. Milguy Hazardous Chemical Storage Audit completed by Trans4m EM on 19/2/22. Follow up actions loaded into PPW (sighted)  |
| <b>BIODIVERSITY MANAGEMENT PLAN</b> |   |  |   |
| B33                                 | Designs for works within or near watercourses will provide for the retention of natural functions and maintenance of fish passage in accordance with Why do fish need to cross the road? Fish passage requirements for waterway crossings ( <i>Fairfull and Witheridge, 2003</i> ). | EIS does not identify the streams in the project area as high value fish habitat due to their ephemeral nature. The larger creeks like Croppa, Gil Gil, Gurley have bridges, not Tycannah. | <b>CLOSED</b><br>Requirement may apply to Tycannah Creek and will be discussed at meeting with IR DJV during week of 11/10<br>20/10: Meeting with IR DJV to be scheduled for week of 25/10<br>17/11: Further information received from IR DJV for consideration<br>15/12: Meeting to be held on 16/12 to further discuss issue with IRDJV and provide feedback to ER<br>25/1: Outstanding<br>9/2: Initial fish passage review workshop held with design team on 16/12/21. Relevant Stage 1, 2 & 3 culvert crossings currently being reviewed<br>23/2: ARTC Design Review workshop to be held today will discuss fish passage (among other issues) and determine how this is to be addressed in Stage 1 culvert design and whether any retrofitting to |

|   |   |  | Stage 2 culverts is needed or not.   |
|---|---|--|--|
| 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><b>CLOSED</b><br/>Consider amending meeting frequency to reflect current as needs basis meetings if agreed by Councils and TfNSW</p> <p><b>Captured in Trans4m CEMP / Sub Plan Proposed Amendments register to ensure this will be addressed in next revision of TTAMP due in April</b></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><b>CLOSED</b><br/>Consider amending meeting frequency to reflect current as needs basis meetings if agreed by Councils and TfNSW</p> <p><b>Captured in Trans4m CEMP / Sub Plan Proposed Amendments register to ensure this will be addressed in next revision of TTAMP due in April</b></p> |
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|   |  |  | addressed in next revision of TTAMP due in April   |
|---|--|--|--|
| Section 9.1   | <p>“Trans4m Rail is committed to ensuring that the overall construction impact on the local traffic is minimised and as such, propose an additional mitigation measure to be further discussed with each Council - the ‘Truck-Bus Avoidance System’ (TBAS).</p> <p>Trans4m Rail have extensive experience in managing the interface between heavy haulage plant and school bus and pedestrians in rural project settings. Trans4m Rail will explore the use of a custom ‘Truck -Bus Avoidance System’ (TBAS) to be fitted in heavy vehicles that provides real time proximity alerts to heavy vehicle drivers in the area. An introduction to this system is contained in Appendix E as used in a previous SEE Civil Infrastructure Project on a major TfNSW Road upgrade in Woolgoolga NSW. The Trans4m Rail team will consult with all local bus service providers to ensure they fully understand the added safety benefit of having a system in place and to hopefully peak interest in implementing the system for the life of the project across all of the service providers along the alignment. The TBAS System is highly dependent on voluntary participation of the service providers to ensure that it is as effective as possible. A list of existing Bus Routes that are expected to operate along the SP1 alignment are noted in Appendix D.”</p> | It is not proposed to implement the TBAS system on the project.  | <p><b>CLOSED</b></p> <p>This section should be revised in the next revision of the TTAMP to reflect the current situation regarding this initiative.</p> <p><b>Captured in Trans4m CEMP / Sub Plan Proposed Amendments register to ensure this will be addressed in next revision of TTAMP due in April</b></p>                            |
| <b>Section 3 Construction Environmental Management Plan</b> |  |  |  |
| 3.2   | The performance of the Project will be monitored against the objectives and targets. Project performance monitoring will be documented in the Project construction compliance reports (see Section 7) and at least on a quarterly basis as part of the management review   | Objectives and targets not being formally monitored or reported on to project management but there is evidence targets are being met.  | <p><b>CLOSED</b></p> <p><b>Monitoring will occur as part of Monthly Dashboard to ARTC (it is already occurring but not in dashboard format yet) and to ER and internally but will be changed in CEMP to annual. Dashboard will be presented in Sustainability Champions Monthly Meeting and monthly to Sunday Supervisors meeting.</b></p> |
| 8.1.1   | Each month Trans4m Rail’s environmental performance will be presented in a dashboard to communicate the project’s performance. The dashboard report will be provided monthly to Executive Management, the HSEQS Systems and Compliance team, the Region HSEQS teams and can be incorporated into the Monthly Environmental Return to Inland Rail. The dashboard uses several indices to demonstrate performance such as:   | Dashboard Report in Appendix I is not happening but some performance information is being provided to ARTC in monthly project reports. | <p><b>CLOSED</b></p> <p><b>As above</b></p>  |

## INLAND RAIL PROJECT – NARRABRI TO NORTH STAR

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|  | <ul style="list-style-type: none"> <li>Incidents;</li> <li>Initiatives;</li> <li>Resource use intensity metrics; and</li> <li>Environment impacts internal audit outcomes and monthly Global Mandatory Requirements (GMR) Assessments.</li> </ul> <p>Appendix I depicts an example snapshot of the dashboard.</p>  |  |  |
| 8.5  | 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   | <b>CLOSED</b><br>Training Matrix updated with enviro related training carried out to date and planned<br><br>23/2: Training Matrix updated to include ERSED training etc   |
| Table 17<br>Inspection<br>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   | <b>CLOSED</b><br>Consider deleting this requirement in Rev 1 of CEMP<br><br>23/2: This has been deleted in Rev 1 of CEMP and focus is on pre and post rainfall and clearing events   |
| Table 18<br>Compliance<br>Monitoring<br>and<br>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 | <b>CLOSED</b><br>More information required on whether / how these audits were conducted and reported on<br><br>9/2: Further evidence to be provided at 23/2 ER inspection and also consider wrt to Rev 1 of CEMP under review<br>23/2: Internal EMS Audit completed by Tom Raggatt on 17/2. Outcomes yet to be reviewed. Audit Schedule to be provided to ER |
|  | <b>Compliance tracking report</b><br>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   | <b>CLOSED</b><br>9/2: Further evidence to be provided at 23/2 ER inspection and also consider wrt to Rev 1 of CEMP under review<br>23/2: Changed from quarterly to annually in Rev 1 CEMP. Compliance process relies   |



|      |   |  |   |
|------|---|--|---|
|      |   |  | largely on independent audits and implementation of CEMP and sub plans (including compliance matrixes in these plans)   |
|      | <b>Weekly Site inspection reports</b><br>Environmental inspection report Submitted to the Trans4m Rail Project Director, Environment Manager, Construction Manager and Supervisor.  | There is no evidence of this having occurred | <b>CLOSED</b><br>9/2: Further evidence to be provided at 23/2 ER inspection and also consider wrt to Rev 1 of CEMP under review<br>23/2: Dashboard will include details of inspections and this will be provided to PD, EM, CM and supervisors  |
|      | <b>Monthly Management reports</b><br>Progress reports including non-conformances, issues and corrective actions submitted to the Trans4m Rail Project Director.   | There is no evidence of this having occurred | <b>CLOSED</b><br>9/2: Further evidence to be provided at 23/2 ER inspection and also consider wrt to Rev 1 of CEMP under review<br>23/2: To be provided in Monthly Dashboard  |
| 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 | <b>CLOSED</b><br>9/2: Further evidence to be provided at 23/2 ER inspection and also consider wrt to Rev 1 of CEMP under review<br>23/2: Lessons Learned Sessions (eg end of Stage 2, CEMP), Sunday Engineers and Supervisors Sessions, Incident investigations, DEFCON Board.<br>Environmental Flagging Protocol introduced in Rev 1 as an improvement measure |

| SECTION 6: AUTHORISATION  |  |
|---|--|
| Name: Steve Fermio  | Position: Environmental Representative |
| <br>Signature: | Date: 24/2/2022                        |
| SECTION 7: SITES / ITEMS TO BE REVIEWED AT NEXT ER INSPECTION                                   |  |
| Next inspection Wed 9/3/22. Completed Lessons Learned workshop and inspect Stage 3 worksites    |  |

## APPENDIX D – CEMP REVIEW SCHEDULE

[illegible]