

INLAND RAIL – NARRABRI TO NORTH STAR – SSI 7474

ER MONTHLY REPORT

September | 2022



Authorisation

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1. KEY FINDINGS FOR THE REPORTING PERIOD

This Environmental Representative (ER) Monthly Report has been prepared in accordance with State Significant Infrastructure 7474 Condition of Approval A28(j), covering the period of 1 September 2022 to 30 September 2022.

Site inspections took place on 07/09/22 and 20/09/22, focussing on Stages 1 and 2. Inspection sites included:

- Stage 1 – Gate 2 to Spring Creek, Bobbiwaa South Bobbiwa Creek, Ten Mile Creek, Pan Creek, Bulldog Creek, Boggy Creek and Pad 6
- Stage 2 - Pad 2, Gurley Creek, Gurley Settlers Rd.

The 20/09/22 inspection was undertaken in conjunction with officers from the DPE office in Dubbo.

September 2022 was a wetter than usual. Rainfall recorded at Moree Aero (station 053115) was 101.6 mm as compared with a long-term September mean of 33.9 mm.

Rainfall occurred as discrete events at approximately weekly intervals as shown below:

Rainfall Dates			Recorded Rainfall (mms)			Total for Event (mms)
02/09	03/09	04/09	4.0	26.0	11.8	41.8
09/09			24.6			24.6
15/09	16/09	17/09	0.6	14.8	0.2	15.6
22/09	23/09		19.4	0.2		19.6
Total for month						101.6

As a consequence of the rain, waterways crossing the rail alignment experienced high flows resulting in damage to the erosion and sediment controls that were installed at culvert and bridge construction sites, particularly in Stage 1. It was noted that Trans4m (the contractor) had undertaken repairs of damaged sites as a matter of high priority.

Some of the downstream waterway areas were particularly affected by the events, specifically Boggy Creek and Bulldog Creek.

Water quality monitoring undertaken by the contractor upstream and downstream of construction sites indicated that there were no measurable impacts on water quality from the construction sites.

Notwithstanding the above average rainfall, dust generation by vehicles travelling along access tracks and at Pad 6 was observed during the ER inspection on 20/09. It was recommended that the contractor implement dust mitigation measures, particularly at Pad 6 where an occupied house is located close to the southern boundary of the pad.

It was also observed during the inspections that the contractor has been making substantial progress with weed control on Stages 1 and 2 sites. This was particularly noted at km 597, Pad 6 and Pad 4.

The contractor provided photographic evidence that weed control has been effective in Stage 3 at Milguy Laydown. Stage 3 is scheduled for ER inspection on 05/10. The extent of progress with weed control will be assessed in more detail during the inspection.

Waste management was considerably improved as compared with findings during August. Notwithstanding several isolated locations, observations and photographs demonstrated that the waste management sub-contractor has been able to satisfy Project requirements. The contractor provided photographic evidence that actions had been undertaken to remove waste accumulations at Milguy Laydown and Croppa Moree Rd Laydown. More detailed assessment will be included during the 05/10/22 ER inspection.

A partial review of the Flood Emergency Response Plan was undertaken during the month. The review found a high degree of conformance with Plan requirements. The repeated high flow events provided multiple opportunities to test the effectiveness of the Plan. It was generally found to be very effective.

On 23/09/22 a revised design was issued for information for Narrabri to North Star Culvert Headwall Extension culvert with UB310-32 for culvert cells without refuge.

Seven community complaints were received during September. Total complaints received since week ending 15 January 2021 total 106 of which 6 remain open. Of the complaints received in September five were classified as avoidable and two as unavoidable. Three of the complaints remained ongoing at the end of the month. Closed out complaints were adequately managed.

Ten Part A event notifications were issued during September. One of the events was notification of a potential scar tree near Pad 6 at CH621.45, An exclusion zone was established around the site. The contractor's heritage consultant confirmed that the tree was not a scar tree and no aboriginal or heritage value. Details are provided in Section 3.4.1.

Approvals were obtained from EPA (09/09/22) and DPE (16/09/22) for out of hours works for all Sundays and gazetted Public Holidays (7am – 6pm) until 31 October at the following locations:

- Stage 1 – Edgeroi – between CH593.400 and CH593.800
- Stage 1 – Bellata - between CH615.100 and CH616.400
- Stage 3 – North Star - between CH758,200 and CH759.000.

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 30 September 2022.

3. PROJECT ACTIVITIES

During September construction work continued in Stage 1, Stage 2Ai, 2Aii and 2B and Stage 3 as outlined in Table 1 below.

3.1 Minor construction ancillary facilities

The following minor ancillary facilities (MAFs) were endorsed by the ER and established during the reporting period:

- Bobbiwaa Ballast (Rev 2) was established between CH585.9 and CH586.1. The MAF was established for:
 - Storage of construction plant and equipment
 - Top and bottom ballast stockpiles (20,000t at any one time)
- Bellata signalling laydown at CH615.500. The MAF was established for short term storage of signalling equipment for a duration of 6 weeks.

3.2 Construction works, including upcoming works

The construction works undertaken in September 2022 and scheduled for October 2022 are presented in Table 2.

Table 2: Construction works, including upcoming works

September 2022 – Works Completed	October 2022 – Works Planned
<u>Stage 1 (CH574.700 - CH625.500)</u> - Topsoil stripping, bulk earthworks and bridge construction is complete for all of Stage 1. - All main line culverts have been landed in Stage 1. All main line culverts within Stage 1 are either complete or with minimal works remaining (i.e. cut off wall, apron slab, scour rock, backfill and / or handrails). - Capping installed from CH574 to CH600 and from CH617 – CH625 (Penneys Lane). - Bottom Ballast has been placed from CH591 to CH598 and from CH623 to CH625 (Penneys Lane), and partial completion of the Edgeroi Siding. - Rail and sleepers being placed from CH574 to CH582 and from CH618 – CH625. - Landscaping has commenced in Stage 1 (batters at CH621). - Level crossing line of sight vegetation clearing has commenced in Stage 1	<u>Stage 1 (CH574.700 - CH625.500)</u> - Complete all remaining works on mainline culverts (i.e. cut off walls, apron slabs, scour, handrails and backfill). - Mainline capping install from CH600 – CH617. - Sleeper and rail placement CH582 – CH618. - Ballast drop from CH582 – CH618. - Complete construction of LX3057 and LX3058. - Remove the piling pad at Bobbiwaa Creek. - Complete the level crossing line of sight clearing works at LX556
<u>Stage 2Ai, 2Aii and 2B</u> - Fencing within Stage 2Ai and 2Aii remains at approx. 95% completion. The remaining areas are heavily inundated with water and inaccessible. - Post construction weed management activities (slashing) within Stage 2Ai and 2Aii is occurring, as access permits. - Bottom and top ballast being placed at Waterloo siding. - Earthworks, capping, sleeper and rail placement is complete through all Stage 2B. - All culvert and associated works have been complete for all culverts within Stage 2B. - The 1 level crossing within Stage 2B (Gurley Settler Road) is complete. - Landscaping predominantly completed within Stage 2B, with only touch up works required	<u>Stage 2Ai, 2Aii and 2B</u> - Weed control (slashing) and fence construction as access permits. - Complete rail works within Stage 2B. - Signalling and ballast drop at Waterloo Siding. - Complete landscape works within Stage 2B.
<u>Stage 3 (CH681.000 – CH760.499)</u> - Bulk earthworks, bridge construction and culvert installation completed within Stage 3. - Capping substantially complete; remaining areas CH758 – 760. - Bottom ballast placed from CH681 – CH758. - Sleepers and rail placed from CH681 – CH758.	<u>Stage 3 (CH681.000 – CH760.500)</u> - Defect rectification. - Completions and landscape preparation works. - Landscaping CH724 – north, as access permits. - LX construction completion at Croppa Creek (Buckie Road).

- All Stage 3 Bridges (Croppa Creek, Croppa Trib, Gil Gil Creek and Yallaroi Creeks) are complete. Remaining works include removal of temporary works and landscaping (Gil Gil Creek only). - Landscaping completed from CH681 – CH724.	
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3.3 Changes to the Project

No changes to the Project were recorded during the reporting period.

3.4 Community consultation and complaints received

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

Table 2: Community Engagement Summary

Engagement channel and volume	Purpose
147 Emails and Phone Calls	Changes to level crossings, Property discussions, construction activities, Sponsorships and Donations.
5 Website updates	Construction update, Narrabri Chamber Awards, RUOK Day, Spons and Dons, Spring newsletter
4 Meeting with Councils	Council catch-ups with Gwydir Shire, Narrabri Shire and Moree Plains Shire, NSC road dilapidation survey
16 Face to Face Stakeholder Meetings	Hydrology enquiries, property meetings, fencing, level crossings, OOH Works,
0 Community Info Sessions	
0 Media events	
1 New Works Notification and 12 ongoing	Level crossing upgrade notification
4 Agency Interactions	Department of Infrastructure, Telstra Working Group, Transport for NSW

Seven complaints were recorded during September. Five were classified as avoidable and two as unavoidable. The avoidable complaints were related to:

- Tikitare Creek - Survey pegs found in wheat crop risking farm machinery
- Buckies Rd - Bugged contractor vehicle required rescuing by landholder. It was noted that the driveway should not be used for any reason and repairs to driveway are now required. The level crossing design is diverting water into crops and causing erosion
- Edgeroi - Three complaints from key stakeholders re water dumping from cart damaging roadway
- Wongabindie Rd – Road severely damaged due to unprecedented construction traffic resulting in access being rendered impassable except with a 4WD
- Croppa Creek – Speeding on road to quarry and generally ignoring road rules resulting in four cracked windscreens. Road fix required before harvest commences.

The unavoidable complaints were:

- Tikitare Creek and related to the stake holder requiring information concerning the fencing schedule to inform stock grazing decisions.
- Gil Gil Creek – Flood damage caused by temporary works pipe, road damage. Blocked pipe cleared 27/09.

The complaints were adequately managed

The current complaints / enquiries register is provided at Appendix A.

3.4.1 Incidents

Ten Part A event summaries were issued during the month.

Part A Event Summaries

- Potential unexpected heritage find at CH621.45 (near Pad 6), 09/2022

On Friday the 9th of September the Environmental field crew noticed a potential scar tree located near pad 6 at CH621.45. The environmental advisor was notified and advised crew to create an exclusion zone. Cultural heritage consultant was contacted to provide a determination regarding the heritage value of the.

Dr Jodie Benton of Ozark Environment and Heritage noted as follows:

“The scar is low to the ground and continues all the way to the ground. It is in a location where trauma from vehicle/machinery strike cannot be ruled out. The tree does not look sufficiently mature to contain cultural modification (estimate = <100 years old), the epicormic stem looks like the scar was created some time ago (note also the weathered face of the scar) but the epicormic stem is not that old by our estimate (30-40 years?) providing an indication that the scar was likely created 40-50 years ago.”

Based on these elements it was concluded that the scar was not considered to be of aboriginal cultural origin.

- Diesel spill at CH730.15, Croppa Moree LX Caravan Park, 12/09/2022

On the 12th of September two environmental advisors found the diesel spill at Croppa Moree LX Caravan, it is approximated to be <5L. Spill fix was applied to the area and the logistics team were notified of the incident and requested for further information.

The fuel cart driver advised that refuelling the caravan was being undertaken and the hose had a bubble in it resulting in a jet of fuel erupting from the hose and spraying onto the ground in the immediate area. Unfortunately, the operators neglected to clean the spill given there was an emergency spill kit directly in front of them. The environment team have had spoken words with the logistics supervisor and intend to re-educate the workers on spill management through daily briefs and one-on-one conversation.

- Fuel spill at CH642.6, 10/09/2022

On the 10th of September ARTC identified a spill on the rail where welding has recently occurred. The contractor Environmental Coordinator went to locate the spill and initiate a response however, the area is now covered in ballast and locating the spill was proven difficult.

- Hydraulic fluid spill CH615, 15/09/2022

During the backfill and compaction of the subsoil drain at Bellata (CH615.600), a hose on a roller failed resulting in <3L of hydraulic fluid being released to the capping material. The spill was immediately contained and reported to the T4MR Environmental Personnel who attended site and assisted with the clean-up of the spill and removal of the impacted material.

- Diesel spill CH640.900, Pad 2 20/09/2022

During a joint ARTC / ER / T4MR inspection a diesel spill of <5L was identified in the laydown / carpark area at Pad 2 (CH640900). The spill was to the compacted hardstand area and did not leave the SPIR or EPL Premise Boundary nor go beyond the site's environmental controls.

- Diesel spill at CH602450, Pan Creek, 20/09/2022

During a joint ARTC / ER / T4MR inspection a diesel spill of <5L (made up of 4 minor spills) was identified on the alignment (capping material) approx. 10m south of the Pan Creek Culverts (CH602450).

- Stage 1 Rainfall event, 16/09/2022.

A significant rainfall event was recorded on the 15th-16th of September 2022. The following were recorded from the projects weather stations/rain gauges:

- Gate 6 – 54.0mm
- Gurley - 39.4mm
- Pad 6 – 50.4mm
- Gate 11 – 32mm
- Milguy - 25mm
- Yamboon – 18mm
- Croppa Creek – 15mm

Upon site inspection on the 16th of September overtopping occurred across several locations within Stage 1, water quality monitoring also occurred. ERSER controls have been damaged and scour has occurred at several creek locations across Stage 1 and will need to be reinstated.

- Stage 1 Post rainfall incident 21/09/2022

A site inspection was carried out on the 22nd and 23rd of September following the rainfall event on the 21st of September. Site ERSED controls were previously damaged from the previous weeks rainfall event, additional scour may have occurred at creek locations in Stage 1. Overtopping was observed at Ten Mile Creek Pad (CH600.52) and upstream and downstream water quality testing occurred when possible, at creeks in Stage 1 (due to access).

- Hydraulic oil spill, CH577.870, Gate 2 27/09/2022

Around 3.15pm the Swietelsky regulator blew a hydraulic hose. This resulted in the spill of 30L of panolin 68 hydraulic oil (deemed to be biodegradable and eco-friendly solution) over 50m between chainage 577.870 km and 577.920km. GPS between Lat 30.25131°S Lon 149.80390°E and Lat 30.25084°S Lon 149.80400°E.

The team reported it to the supervisor who reported the incident to the environment team. Spill fix was applied to the area and mopped up with spill pads and will be disposed of to a licenced waste facility for hazardous materials. The impacted material was cleaned up and contained on the 20/09/22.

- Stage 3 CH716,87 Gil Gil Creek & Crossing Community Complaint, 26/09/2022

A community complaint was received on the 26th of September in regard to Gil Gil Causeway flooding.

It was noted that after the heavy rainfall there were blockages in the pipes at Gil Gil creek area, However water was still able to trickle through and over flow over the top. Given the numerous rainfall events recently it can be expected that large volumes of water will be in these causeways, however much of the water had cleared the following day on the 27th of September. Back Pally Road had remained closed for several days after the rainfall as the increased rainfall had not allowed the water levels to recede (at no fault to T4MR).

A Supervisor attended site on the 26th of September with a 12T excavator and removed the blockages from entry and exit points. The crane pad removal is on the priority list for Stage 3.

3.4.2 Non-compliances

NCR SNC/N2NS/00040 was raised by Trans4M Rail on 15/09/22 for batter trimming activities at Spring Creek culverts (CH582.650) on 13/09/22.

The NCR related to incomplete implementation of the CPESC endorsed ESCP during batter trimming. The CPESC endorsed ESCP specified a bund to be constructed on the north-west corner of the Spring Creek culverts. This had been installed previously but had been removed to facilitate the excavation of the drain on the western side of the alignment at this location.

The bund was reinstated immediately on 13/09/22 and additional ESC measures were identified and completed on 14/09/22.

An action arising from the event was to undertake upstream and downstream water quality monitoring. This was undertaken on 15/09/22. It was noted that the time lapse between the event and monitoring did not generally comply with industry best practice. However, this was not a non-conformance with the project CEMP and CSWMP since a maximum time lapse is not specified in either document. The CSWMP is to be amended to adopt a requirement for water quality monitoring to be undertaken within 24 hours of an event.

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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 are included in Appendix B.

4.1.1 Information / advice requests

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

Partial review of the Flood Emergency Response Plan

- ER endorsement for proposed MAF Bobbiwaa Ballast CH585.9 to CH586.1 (rev 1)
- ER endorsement, revised Five Claw Worm Skink Species Management Plan
- ER review of CEMP (Rev 2)
- ER endorsement for proposed MAF Bellata Signalling Laydown area at CH615.500
- ER review, consistency assessment, Bobbiwaa Pastoral

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 May 2021. All of the sub plans have been revised and reapproved progressively since then.

4.2.2 Implementation

A review of implementation of the Flood Emergency Management Plan concluded that there has been a high level of compliance with the plan.

4.2.3 Site inspections

Site inspections took place on and 20 September, focussing on Stages 1 and 2 works. Inspection sites included:

- Stage 1 – Gate 2 to Spring Creek, Bobbiwaa South Bobbiwa Creek, Ten Mile Creek, Pan Creek, Bulldog Creek, Boggy Creek and Pad 6
- Stage 2 - Pad 2, CH 62 North (Newell Cut Area) Gurley Creek, Gurley Settlers Rd.

September 2022 was a wetter than usual. Rainfall recorded at Moree Aero (station 053115) was 101.6 mm (up to 28/9) as compared with a long-term September mean of 33.9 mm.

Rainfall occurred as four discrete events at approximately weekly intervals with totals of 41.8, 24.6, 15.6 and 19.6 mms.

As a consequence of the rain, waterways crossing the rail alignment experienced high flows resulting in damage to the erosion and sediment controls that were installed at culvert and bridge construction sites, particularly in Stage 1.

It was noted that Trans4m had undertaken repairs of damaged sites as a matter of high priority.

Some of the downstream waterway areas were particularly affected by the events, particularly Boggy Creek and Bulldog Creek.

Because of the episodic rain events, waterways crossing the rail alignment experienced high flows resulting in damage to the erosion and sediment controls that were installed at culvert and bridge construction sites, particularly in Stage 1. It was noted that the contractor had undertaken repairs of damaged sites as a matter of high priority.

Water quality monitoring undertaken by the contractor upstream and downstream of construction sites indicated that there were no measurable impacts from the construction sites.

Notwithstanding episodic rainfall events, it was observed during the inspection on 20/09/22 that dust was being generated by vehicles travelling on access tracks and at Pad 6. This site is notable because there is an occupied house and associated buildings adjacent to the southern boundary of the pad. It was recommended to the contractor that actions should be implemented to reduce the risk of nuisance dust affecting the residents.

It was observed that weed control measures are becoming effective on Stages 1 and 2 although additional work is required to complete the program. The contractor has provided photographic evidence that effective control measures have been implemented on Stage 3. This will be confirmed during the inspection scheduled for 5/10/22

It was noted that there were considerable improvements with waste management during the month. With a few exceptions, waste management on Stages 1 and 2 kept pace with construction works. The contractor provided photographic evidence that high priority sites on Stage 3 had been cleaned up. The current situation on Stage 3 will be assessed during the inspection scheduled for 5/10/22.

It was observed that the contractor has made good progress with treatment of exposed batters. This has been achieved by a combination of application of stabilising polymer, drilled seeding and hydroseeding. Any rilling resulted from heavy rainfall has been minor in extent.

4.2.4 Audits

There were no audits undertaken during September.

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 September 2022.

The ER participated in the monthly Regulator meeting in September. A presentation was prepared for the meeting.

4.2.7 Documentation issued

Documentation issued by the ER is provided in Appendix B of this report.

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.

September 2022 was a wetter than usual. Rainfall recorded at Moree Aero (station 053115) was 101.6 mm (up to 28/9) as compared with a long-term September mean of 33.9 mm.

Rainfall occurred as four discrete events at approximately weekly intervals with totals of 41.8, 24.6, 15.6 and 19.6 mms.

As a result of the rainfall events:

- Waterways crossing the alignment experienced high flows which overtopped the erosion and sediment controls causing damage to them, particularly in Stage 1. Trans4m Rail undertook repairs and reinstatement as a matter of high priority. Some of the downstream sites, such as Boggy Creek, will require more extensive works to establish long term stability.
- Water quality monitoring undertaken by the contractor upstream and downstream of construction sites indicated that there were no measurable impacts from the construction sites.
- Access to some sites has been disrupted, at least in the short term. This has implications for revegetation activities and for some alignment fencing construction.

Considerable improvement in waste management was observed during the month in Stages 1 and 2 and advised by the contractor for Stage 3.

During September It was observed that Trans4m made progress with weed control, particularly on Stages 1 and 2, although more work remains to be undertaken.

Ten Part A event summaries were issued during the reporting period

- Potential unexpected heritage find at CH621.45 (near Pad 6) – 09/09/2022
- Diesel spill at CH730.15, Croppa Moree LX Caravan Park, 12/09/2022
- Fuel spill at CH642.6, 10/09/2022
- Hydraulic fluid spill CH615, 15/09/2022
- Diesel spill CH640.900, Pad 2 20/09/2022
- Diesel spill at CH602450, Pan Creek, 20/09/2022
- Stage 1 Rainfall event, 16/09/2022.
- Stage 1 Post rainfall incident 21/09/2022
- Hydraulic oil spill, CH577.870, Gate 2 27/09/2022

All events were closed out by the end of the month.

There were seven complaints recorded during September, of which four were closed by the end of the month.

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APPENDIX A – COMPLAINTS REGISTER

Complaints before 01 September- 0 complaints received																		
0																		
Complaints before 09 September- 3 complaints received																		
1	9 September 2022	9am	phone call in	7985	12036	unavoidable	Tikitare Creek	Complaint	Fencing	1	Stakeholder would like to know fencing schedule as he has moved stock expecting construction to be imminent.	IR provided fencing schedule from contractor	Phone - out	9 September 2022	9am			Closed out
2	9 September 2022	8am	phone call in	7986	12036	Avoidable	Tikitare Creek	Complaint	Interruption to Farming	1	Survey Pegs found in wheat crop risking farming machinery	IR to investigate if pegs are correctly placed/purpose	Phone - out	9 September 2022	9am	Landowner meetings explained proces of the pegs being put into place. Landowner accpeting of outcome - ust not in crop over harvest.		Closed out
3	8 September 2022	4pm	face to face	7987	63910	Avoidable	Buckies Rd	Complaint	Interruption to Farming	1	Contractor vehicle got bogged and needed rescuing by landowner. Driveway should not be used for any reason, repair to driveway now required. LX design diverting water into crop and causing erosion	IR to investigate further possible hydrology design improvements. Contractor to repair driveway and provide timeline.	face to face	8 September 2022	4pm	concers escalated to Gwydir Shire council for comment on design. conversations are ongoing		Ongoing (IR+G)
Complaints before 16 September- 1 complaints received																		
1	15 September 2022	12noon	face to face	7989	61032	Avoidable	Edgeroi	Complaint	Drainage	1	3 complaints from key stakeholder re: water dumping from cart damaging roadway	Contractor is investigating cart responsible. Contractor has informed all sub-contractors about water discharge policy and associated disaplinary measures. Tool box discussion highlighting it's importance.	Letter	16 September 2022	4pm	Meeting occured with NSC, contractor and IR. Further investigation required by T4M Rail.		Ongoing
Complaints before 23 September- 2 complaints received																		
1	18 September 2022	12noon	Survey Feedback	7990	59552	avoidable	Wongabi ndie Rd	Complaint	Access	1	Rd has been severely damaged due to unprecedented construction traffic - after a small rain event it is impassable without a 4WD	20/9 Investigation of road undertaken by contractor Traffic Manager. Initial action TBC as required for maintenance of the road. Handback to MPSC as per MIRDA agreement.	Phone - out	20 June 2022	4pm	Escalated to be review with the TMP and Road Delpa conversations		Closed
2	20 September 2022	1600	Survey Feedback	7991	65117	avoidable	Croppa Ck	Complaint	Worker Behaviour, Access	1	Speeding on rd to quarrie and genrally ignoring rd rules. Four cracked windscreens. Rd fix required before harvest	Contractor to follow up	Phone - out	20 September 2022	1600			Closed
Complaints before 30 September- 1 complaints received																		
1	26 September 2022	1000	Email In	7992	58520	unavoidable	Gil Gil Ck	Complaint	Drainage /Access	1	Flooding caused by temp works pipe, road damage.	Initial remediation undertaken 27 September 2022 of temporary works pipe and dirt bunds (pipe blocked post rain event). Dirt bunds to be removed as part of finishing works in coming weeks. Ongoing monitoring post rain event. Road delay conversations ongoing.	email out	27 September 2022	1600	Complaint responce issued to GSC, seeking further respcne from council prior to close out.		Ongoing
Total Complaints since week concluding 15 January 2021																		
106																		
Total open Complaints since week concluding 15 January 2021																		
6																		

APPENDIX B – DOCUMENTATION ISSUED BY ER

16/092022

Grant Brown
Senior Environment Advisor
Inland Rail – Narrabri to North Star (SP1)
Level 16, 180 Anne Street, Brisbane Qld 4000

Justin Bate
HSE Superintendent - N2NS Project
Inland Rail - Australian Rail Track Corporation
94 Balo Street, Moree, NSW 2400

Dear Grant and Justin,

**Re: Five Claw Worm Skink Construction Species Management Plan -
Proposed Minor Amendment.**

Thank you for the opportunity to review the revised (Rev1) Five Claw Worm Skink (FCWS)
Construction Species Management Plan (CSMP).

I have reviewed the proposed amendment to Section 5.2.6 of the subject plan. The specific
amendment relates to Phase 2 – permanent habitat enhancement with works scheduled to be
undertaken during landscape activities.

The amendment states that more permanent in Phase 2 will include the placement of some coarse
woody debris (eg. logs, sleepers, or mulched woody vegetation piles) within the construction boundary.

I can advise that in my opinion the amendment is a minor amendment as defined in SSI 7474 CoA
A28 (i)

I am satisfied that the amendment is necessary for the landscaping phase of the project.

Accordingly, as the approved Alternate Environmental Representative for SSI 7474, I can advise that
the subject minor amendment is approved in accordance with CoA A28(j).

Please contact the undersigned if you have any queries.

Yours sincerely,



Peter Hatton
Alternate Environmental Representative
P: 0423 049 897
E: phatton@wolfpeak.com.au

ARTC Inland Rail - 2600-N2NS - Narrabri to North Star
Level 16
180 Ann Street
Brisbane
QLD 4000 Australia

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

MAIL TYPE
General Correspondence

MAIL NUMBER
WolfPeak-GCOR-000352

REFERENCE NUMBER
TRANS4M-GCOR-002911

Re: Part A- 20220909 Unexpected Cultural Heritage Find

From Mr Peter Hatton - WolfPeak

▶ To (4) Justin Bate - Australian Rail Track Corporation (+3 more...)

▶ Cc (4) Pippa Donaldson - Trans4m Rail (+3 more...)

Sent Monday, 12 September 2022 10:27:32 AM AEST (GMT +10:00)

Status N/A

DETAILS

Package No. 00 - No package applicable

ATTRIBUTES

Attribute 1 2600 - Narrabri to North Star

MESSAGE

Hello All,

It is noted that the actions undertaken thus far by Trans4m are in conformance with the requirements of the Construction Heritage Management Plan, Appendix C - Unexpected Finds (Aboriginal and Non-Aboriginal Heritage) Procedure Flow Chart.

Please confirm that advice to the heritage consultant included a request for advice to determine whether the find constitutes a Heritage item.

Regards

Peter Hatton

ARTC Inland Rail - 2600-N2NS - Narrabri to North Star
Level 16
180 Ann Street
Brisbane
QLD 4000 Australia

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

MAIL TYPE
General Correspondence

MAIL NUMBER
WolfPeak-GCOR-000350

REFERENCE NUMBER
IR2600-GCOR-007339

Re: Consistency Assessment (Minor) - Bobbiwaa Pastoral

From Mr Peter Hatton - WolfPeak

To Grant Brown - Australian Rail Track Corporation

► Cc (3) Justin Bate - Australian Rail Track Corporation (+2 more...)

Sent Friday, 9 September 2022 2:33:11 PM AEST (GMT +10:00)

Acknowledge by **13/09/2022**

Status Overdue

▼ DETAILS

Package No. P1 - Separable Portion 1 (SP1)

▼ ATTRIBUTES

Attribute 1 2600 - Narrabri to North Star

▼ MESSAGE

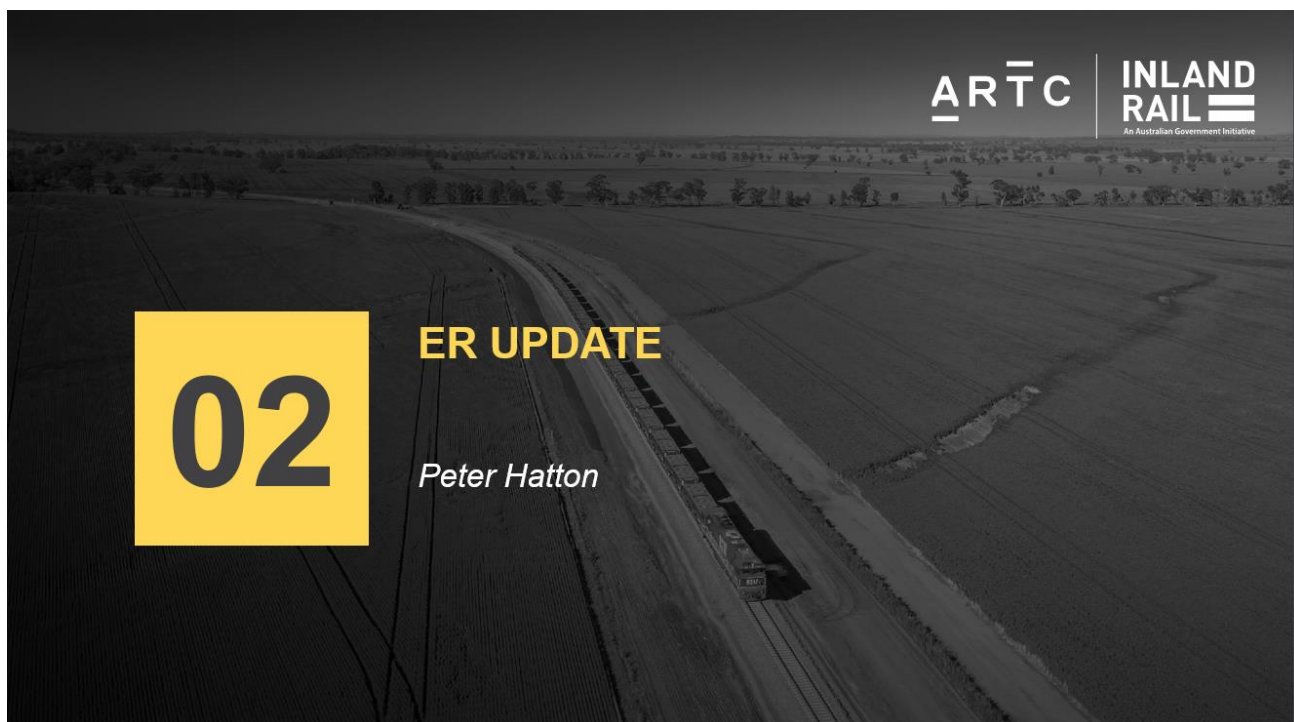
Good afternoon Grant,

I have reviewed the subject consistency assessment.
I can advise that I have no comments.

Best regards

Peter Hatton
Alternate Environmental Representative

Monthly Regulator Meeting Presentation – September 2022



ER UPDATE - OVERVIEW

Overview

- + Site inspections 31 August 7 and 20 September
- + 82 mms of rain recorded at Moree BoM site as at 19 September
- + Sites inspected included Stages 1, 2 and 3.
- + Stage 3 was inspected on 31 August. During the inspection it was noted that waste management and weed control required attention.
- + Contractor advised that, subsequent to the inspection, action had been undertaken to address both issues.
- + The inspection of Stages 1 and 2 indicated that weed control was taking effect
- + Noted during 20/09 inspection that high flow levels in creeks caused damage to waterway controls



Waste management issues in Stage 3

ER UPDATE – OVERVIEW (CTD)

Overview

- + Some soil stockpiles near waterways require stabilisation
- + Notwithstanding continuing rain dust, is being generated by vehicles travelling along the alignment,
- + Dust is being generated by vehicle movement on Pad 6 which is adjacent to an occupied house.
- + Trans4m is diligent in the management of spill kits. Many are protected by tie down straps – others were inspected and there were no cases of incorrect use of spill kit bins



Downstream damage at Boggy Creek requires stabilisation

ER UPDATE - OVERVIEW



Stage 3 - Weed and waste management
require attention



Site rehabilitation – cereal crops growing on previous
laydown area

ER UPDATE - OVERVIEW



Weed control at Pad 6



Weed control at Pad 2

ER UPDATE - OVERVIEW



Skip bin at Pad 6 noted as overfull during previous inspection has subsequently been emptied



Pad 6 adjacent to occupied house site of dust generation by travelling vehicles. Dust control required

ER UPDATE - COMPLIANCE

- Significant improvements in waste management although some sites still require attention
- Weed management progressing as circumstances permit
- High level of compliance with Flood Emergency Management Plan although some sites have room for improvement
- Good compliance with ESCP although experiencing ongoing pressure from regular flood events

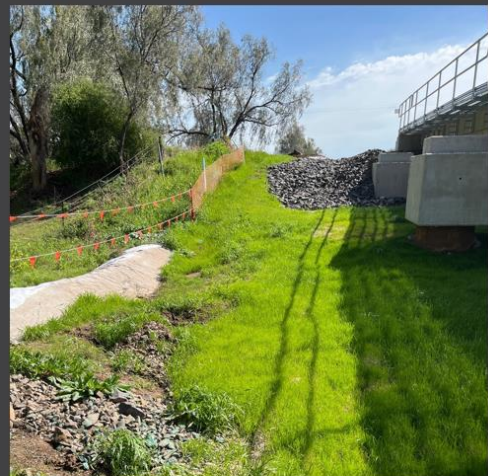


Room for improvement – overflowing bin and poor housekeeping at Pad 6

ER UPDATE - COMPLIANCE



Soil binder application at Gate 1



Erosion and sediment controls at Bobbiwa Creek

ER UPDATE - COMPLIANCE



Final profile in Stage 2 – Awaiting Application of hydro mulch

Presentation last saved: Fri at 10:57 AM

ER UPDATE - COMPLIANCE



Gate 2b – Temporary soil stabilisation works



North Star – Housekeeping – Room for improvement

ER UPDATE - COMPLIANCE



Croppa Creek – Woody debris disburshed throughout riparian zone as part of Creekside rehabilitation works – Note potential for augmentation of riparian zone function by planting trees and tall shrubs close to the creek line

ER UPDATE – ER REPORT AND DOCUMENTS ENDORSED

- + ER Endorsement MAF Bobbiwaa Ballast (Rev 2)
- + ER Endorsement MAF Bellata Signalling Storage Areas
- + ER Approval Revised Five Claw Worm Skink Species Management Plan
- + ER review – Construction Environment Management Plan (Rev 2)
- + ER Review – Revised Construction Biodiversity Management Plan
- + ER Inspection Reports 31/8, 07/9 and 20/9
- + ER Monthly Report for August 2022
- + Review Part A Notification - Diesel spill at Croppa Moree LX caravan, fuel spill CH 642.6, Unexpected Cultural Heritage Find, Pad 6
- +



Potential unexpected heritage find near Pad 6

APPENDIX C – ER INSPECTION REPORT

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR CSSI 7474

ENVIRONMENTAL REPRESENTATIVE'S INSPECTION REPORT

Date: 07 September 2022



INLAND RAIL NARRABRI TO NORTH STAR

CSSI 7474



SECTION 1: SUMMARY

Project: Inland Rail - Narrabri to North Star SP1	Client: ARTC	Principal Contractor: Trans4m
Inspection by: Peter Hatton (Alternate Environmental Representative)	Date: 07/09/22	Time: 7.30 am to 4.30 pm
Inspection report no: 220907	Pages: 20	Issued to: ARTC, Trans4m

Sites / locations inspected: Stage 1 and Stage 2B

Weather conditions: 09.00 am – partly cloudy, wind E 24 – 32 km/h, Temp 13.4°C, 0.0 mms rain in past 24 hours (BoM Moree) – 0.0 mms since 05/09

Works observed: Earthworks, bridge and culvert construction

Summary of key findings and recommendations:

1. Waste management is much improved in comparison with previous inspection in Stage 3. Cleanaway truck was emptying waste bins at pad 2 during the inspection.
2. Weed control had commenced with many of the areas sprayed in the days prior to the inspection.
3. It was noted that extensive weed development is becoming apparent on disturbed sites throughout Stages 1 and 2. ARTC and contractor attention is drawn to the Construction Pest and Weed Management Appendix of the Construction Biodiversity Management Plan. In particular the objective “No increase in the abundance or distribution of pests or weeds currently existing within the project area as a result of construction activities” – (Table 1, Objectives and Targets).

It is also noted that one of the objectives of the one of the objectives of the Construction Pest and Weed Management Appendix is that there will be no increase in the abundance or distribution of pests or weeds currently existing within the project area as a result of construction activities. One of the targets to achieve this objective is any weed infestations recorded during the project will be controlled using weed infestations or manual removal.
4. Stabilisation works adjacent to major waterways (Yallaroi Creek, Croppa Creek and Gil Gil Creek) is well advanced. It is understood that Trans4 m is proposing to augment the existing stabilisation with additional planting of large shrub and trees species adjacent to the waterways to provide shading over the waterway to provide shading of the waterways and enhanced waterway connectivity for movement of instream aquatic fauna. The Trans4m proposal is supported.
5. Revegetation of rail batter slopes and rail side access tracks is well progressed in some sections
6. There seems to be some uncertainty in relation to ongoing management or removal of rail track from the prior track since this matter is not included in the Trans4m contract. However, it was noted at the Milguy laydown that prior track is now within the area that requires rehabilitation and return to pre-construction condition,
7. The northern section of the Milguy Laydown has been rehabilitated to the point where it is now growing a wheat crop.
8. Aerial over-spraying by AFF has resulted in destruction of Trans4m regeneration between km 681 and Km 686

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SECTION 2: OPEN ISSUES / ACTIONS FROM PREVIOUS INSPECTIONS AND REVIEWS

This Section presents the status on issues and actions identified in previous reporting periods. Open actions remain until closed. Closed actions are removed from the following Inspection Report.

Unique ID	Document / requirement reference	Requirement	Finding	Action proposed / implemented	Status
20210908-119 Lon:149.819 Lat: -29.636 Tycannah Creek Tributary	NA	 In September 2021 it was noted there was a risk of embankment fill material washing over edge of bridge prior to the embankment being cut back to final shape. Recent inspections have confirmed material has been stabilised with soil binder and hydroseeding.	Design process to be reviewed to understand how constructability factored in (or not) & any lessons learned arising	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 from April to October 2022 11/07/22 ARTC advised: Following on from the Event Summary Report attached, ARTC has been investigating mitigation measures to prevent material spill in the short and long term. Short Term: 1. On all culverts to be constructed with earth fill the Contractor will be required to provide temporary edge support. 2. Edges support to be hungry boards, silt fencing or similar to retain all material spill form the culvert. 3. Temporary batter protection with geofabric required to limit scour due to rainfall events Long Term: 1. Resolve batter scour on culverts. 2. Consider access, refuge and maintenance activities. 3. Permanent batter slope product will be a fabric and/or concrete solution.. 4. Permanent hungry board will likely be a large, galvanized steel equal angle the is anchored to the top face of the in-situ headwall.	Progressing. 27/07/22 ARTC advises that works are yet to commence. Remains open pending inspection of close out works 10/8 – No change 07/09 – No change

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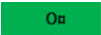
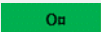
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SECTION 2: OPEN ISSUES / ACTIONS FROM PREVIOUS INSPECTIONS AND REVIEWS

This Section presents the status on issues and actions identified in previous reporting periods. Open actions remain until closed. Closed actions are removed from the following Inspection Report.

Unique ID	Document / requirement reference	Requirement	Finding	Action proposed / implemented	Status
220629_3 Stage 1- Spring Creek	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werri Creek - Mungindi Single Line Kilometrage: 582.59 Date: 29-06-2022 13:26:13	Upstream ponding of highly turbid water Update 07/09 – Several high flow level events have occurred subsequent to 29/06. Action can be closed	 To be pumped out and used on on-site before final site clean-up	Closed
220629_4 Spring Creek	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werri Creek - Mungindi Single Line Kilometrage: 582.59 Date: 29-06-2022 13:31:18	Temporary stabilisation works	 To be replaced by permanent works as part of final site stabilisation works	Open
2206713_5 Stage 1 - Culvert 578.730	NA		Concrete waste disposal.	On-going discussions with EPA regarding on-farm disposal of concrete waste materials Update 27/0722 Contractor advises that discussions are now ongoing with Moree Plains Shire Council for the waste materials to be transported to licensed waste disposal site for crushing and re-use at other locations Update 10/08 Contractor advises that small stockpiles will go to Moree. Larger stockpiles will be backloaded to Gunnedah quarry site Update 07/09 Concrete waste disposal mechanisms operational	Open pending application of updated action Closed

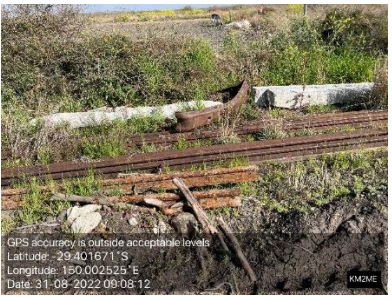
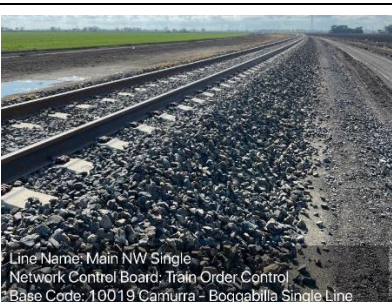
SECTION 2: OPEN ISSUES / ACTIONS FROM PREVIOUS INSPECTIONS AND REVIEWS

This Section presents the status on issues and actions identified in previous reporting periods. Open actions remain until closed. Closed actions are removed from the following Inspection Report.

Unique ID	Document / requirement reference	Requirement	Finding	Action proposed / implemented	Status
220727_2 Kms 577.96	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometrage: 577.96 Date: 27-07-2022 12:08:05	Large woody debris (LWD) – Red Gum salvaged from clearing operations To be dispersed across the corridor following completion of construction	Low For dispersal across site at ecologically strategic locations	Open
220727_4 Km 580.88	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometrage: 580.88 Date: 27-07-2022 12:21:05	Downstream apron gravel bed to be extended to boundary fence. Geotextile folded bund to be removed	Low Works to be undertaken as works progress	Open
220727_9	NA	 No line found within 100 meters Latitude: -29.4910741 S Longitude: 149.854269 E Date: 27-07-2022 14:55:33	Plastic waste in comingles recycling bin	Low Storage of plastic material in comingled recyng bin not permitted	Open
220831_3 Km 686.55 Milguy Laydown	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10019 Camurra - Boggabilla Single Line Kilometrage: 686.55 Date: 31-08-2022 09:06:12	Drums for storage of sleeper jewelry Note weed growth adjacent to drums	o Consider covering drums with lids to prevent entry of water and vermin	Open

SECTION 2: OPEN ISSUES / ACTIONS FROM PREVIOUS INSPECTIONS AND REVIEWS

This Section presents the status on issues and actions identified in previous reporting periods. Open actions remain until closed. Closed actions are removed from the following Inspection Report.

220831_4 KM 686.52 Milguy Laydown	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10019 Camurra - Boggabilla Single Line Kilometrage: 686.52 Date: 31-08-2022 09:06:48  GPS accuracy is outside acceptable levels Latitude: -29.401671°S Longitude: 150.002335°E Date: 31-08-2022 09:08:12	Milguy Laydown Area Non-segregation of waste material stockpile Waste segregation should occur as soon as possible Note weed growth adjacent to waste stockpile	Medium	Open
220831_6 Km 686.54	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10019 Camurra - Boggabilla Single Line Kilometrage: 686.54 Date: 31-08-2022 09:21:04  Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10019 Camurra - Boggabilla Single Line Kilometrage: 686.64 Date: 31-08-2022 09:21:34	Trans4m regeneration killed by overspray from adjoining landholder ARTC in correspondence with managing company in relation to this matter	0	Open pending resolution

SECTION 2: OPEN ISSUES / ACTIONS FROM PREVIOUS INSPECTIONS AND REVIEWS

This Section presents the status on issues and actions identified in previous reporting periods. Open actions remain until closed. Closed actions are removed from the following Inspection Report.

220831_7 Km 707.25	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10019 Canungra - Boggabilla Single Line Kilometrage: 707.25 Date: 31-08-2022 10:25:06	Non-segregation of waste material stockpile Waste segregation should occur as soon as possible Note weed growth behind waste stockpile	Medium	Open
220831_8 Km 707.25	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10019 Canungra - Boggabilla Single Line Kilometrage: 707.25 Date: 31-08-2022 10:28:34	Waste concrete awaiting transport to Moree licensed waste disposal facility Noted that the stockpiles will require separation of non-concrete materials from the stockpiles prior to transportation to the land fill	Medium	Open
220831_8 Km 707.24	NA		Waste bins overfull	High To be emptied ASAP	Open
220831_9 Km 730.14	NA	 	Waste bins overfull	High To be emptied ASAP	Open

SECTION 2: OPEN ISSUES / ACTIONS FROM PREVIOUS INSPECTIONS AND REVIEWS

This Section presents the status on issues and actions identified in previous reporting periods. Open actions remain until closed. Closed actions are removed from the following Inspection Report.

220831_13 Croppa Creek Tributary	NA	 	Stockpile dumped within creek banks without any protection to prevent sediment run-off into the waterway Stockpile to be removed from current site and stored at a site beyond the waterway catchment	High Requires immediate attention	Open
220831 -15 Croppa Creek	NA		Contractor is encouraged to establish trees adjacent to the waterway to enhance connectivity of the waterway for aquatic fauna by providing shading over the waterway	0	Open
220831 -15 Croppa Creek Laydown Area	NA	 	Waste bin overfull – waste material windblown across neighbouring land Waste needs to be collected ASAP	High	Open



SECTION 3: PROJECT REQUIREMENT / PROCESS / DOCUMENT REVIEW

This Section presents the outcomes from reviews of compliance with Conditions of Approval, and Project Strategies, Plans and Programs for the current Reporting Period. The review is conducted on select requirements based on the likely risks for the works being undertaken. The review is not exhaustive nor does it constitute an audit.

Unique ID	Document / requirement reference	Requirement	Finding	Action proposed / implemented	Status
No document review during the inspection due to time con					

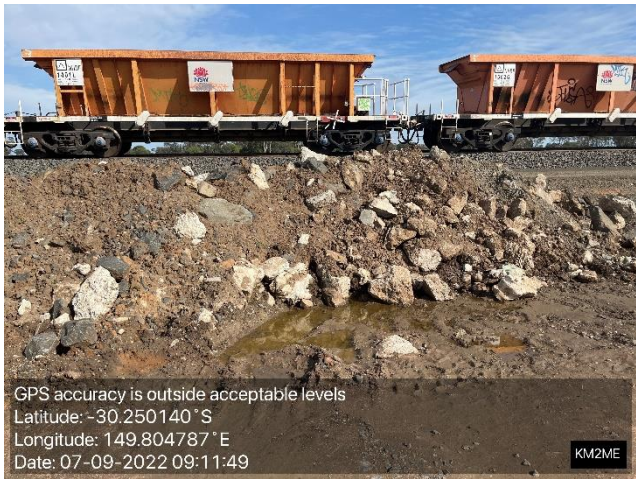
SECTION 4: INSPECTION

This Section presents the outcomes from an inspection of the project construction site, works and environmental protection measures for the current Reporting Period.

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

Unique ID	Photo	Finding	Priority	Status
220907_1 Km 577.96 Gate 2	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometrage: 577.96 Date: 07-09-2022 09:05:47 KM2ME  Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometrage: 577.96 Date: 07-09-2022 09:09:37 KM2ME	200 litres drums without lids – exposed to the elements. Contractor is encouraged to cover the bins to exclude rain and access by vermin	Low	Open

INLAND RAIL NARRABRI TO NORTH STAR CSSI 7474

Unique ID	Photo	Finding	Priority	Status
220907_2 Km 577.88		Waste concrete requires segregating prior to transport to recycling facility	Low	Open
				
220907_3 Km 577.88		Recently applied polymer to cut surfaces for stabilisation	 Example of good practice	No further action required

INLAND RAIL NARRABRI TO NORTH STAR

CSSI 7474

Unique ID	Photo	Finding	Priority	Status
220907_4 Gate 2B		Seeding of stockpiles and bunds taking effect	 Example of good practice	No further action required
220907_5 Km 578.08 Gate 2B		Erosion rill beginning to develop in the bed of the cutting. Recommended that invert of cutting is hardened to reduce erosion risk	Low	Open
220907_6 Gate 1 Km 575.92		Recently applied polymer for site stabilisation	 Example of good practice	No further action required

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Unique ID	Photo	Finding	Priority	Status
220907_7 Km 581.21	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometerage: 581.21 Date: 07-09-2022 10:05:57	Evidence of recent weed spraying beginning to take effect	 Example of good practice	No further action required
	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometerage: 581.21 Date: 07-09-2022 10:06:26			
220907_7 Km 620.61 North of Penneys Rd	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometerage: 620.61 Date: 07-09-2022 12:02:27	Skink hotel – One of three in the general location. To be inspected and consideration given to removal if no longer serving a purpose		Open pending inspection and decision re removal or retention

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INLAND RAIL NARRABRI TO NORTH STAR CSSI 7474

Unique ID	Photo	Finding	Priority	Status
220907_8 Km 620.72 Pad 6	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometerage: 620.72 Date: 07-09-2022 12:16:08	Waste bins overfull – to be emptied as soon as possible	High	Open pending removal of waste
	 GPS accuracy is outside acceptable levels Latitude: -29.862414°S Longitude: 149.791520°E Date: 07-09-2022 12:16:26			
220907_9 Km 624.47	 No line found within 100 meters Latitude: -29.862712°S Longitude: 149.791634°E Date: 07-09-2022 12:37:12	Batters and adjoining areas awaiting application of hydro mulch	On	Open pending application of hydro mulch
	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometerage: 624.47 Date: 07-09-2022 12:37:25			

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SECTION 5: AUTHORISATION

This Section provides authorization from the ER that the information presented is, to the best of our ability, true and correct.

Name: Peter Hatton	Position: Alternate Environmental Representative
Signature: 	Date: 09/09/22



SECTION 6: NEXT INSPECTION

This Section plans the next inspection in consideration of issues and risks, and active or upcoming works. It enables adequate access arrangements to be made.

Scheduled date: 21/09/22

Proposed site / location: Stage 3

Document review: Construction Environmental Management Plan

INLAND RAIL PROJECT – NARRABRI TO NORTH STAR CSSI 7474

ENVIRONMENTAL REPRESENTATIVE'S INSPECTION REPORT

Date: 20 September 2022



INLAND RAIL NARRABRI TO NORTH STAR

CSSI 7474



SECTION 1: SUMMARY

Project: Inland Rail - Narrabri to North Star SP1	Client: ARTC	Principal Contractor: Trans4m
Inspection by: Peter Hatton (Alternate Environmental Representative)	Date: 20/09/22	Time: 7.30 am to 4.30 pm
Inspection report no: 220920	Pages: 20	Issued to: ARTC, Trans4m

Sites / locations inspected: Stage 1 and Stage 2B

Weather conditions: 10.00 am – partly cloudy, wind E 17 – 20 km/h, Temp 19.5°C, 0.0 mms rain in previous 24 hours (BoM Moree) – 15.6 mms since 15/09

Works observed: Earthworks, bridge and culvert construction

Summary of key findings and recommendations:

1. Damage to sites from high creek flows during the previous week was noted. This was particularly the case at Boggy Creek
2. Weed control had commenced with many impacts of the spraying very evident.
3. Dust was being generated by vehicles travelling along access tracks and at Pad 6. Pad 6 is notable because the site is adjacent to an occupied house and dust from the site could be blown over the building and surrounds by northerly winds. Recommended that dust control measures are implemented during high-risk periods.
4. A minor oil spill was noted at Pad 2. It is understood that this was cleaned up the following morning.
5. A number of opportunities for improvement were noted at Gate 2 B and Pad 2.
6. A high level of conformance with best management practices was noted with spill kits wheelie bins at a number of sites
7. High turbid levels were noted both upstream and downstream of Inland Rail works at Spring Creek indicating that turbid flows arise from sites upstream of the work site.

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INLAND RAIL NARRABRI TO NORTH STAR

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SECTION 2: OPEN ISSUES / ACTIONS FROM PREVIOUS INSPECTIONS AND REVIEWS

This Section presents the status on issues and actions identified in previous reporting periods. Open actions remain until closed. Closed actions are removed from the following Inspection Report.

Unique ID	Document / requirement reference	Requirement	Finding	Action proposed / implemented	Status
20210908-119 Lon:149.819 Lat: -29.636 Tycannah Creek Tributary	NA	 In September 2021 it was noted there was a risk of embankment fill material washing over edge of bridge prior to the embankment being cut back to final shape. Recent inspections have confirmed material has been stabilised with soil binder and hydroseeding.	Design process to be reviewed to understand how constructability factored in (or not) & any lessons learned arising	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 from April to October 2022 11/07/22 ARTC advised: Following on from the Event Summary Report attached, ARTC has been investigating mitigation measures to prevent material spill in the short and long term. Short Term: - On all culverts to be constructed with earth fill the Contractor will be required to provide temporary edge support. - Edges support to be hungry boards, silt fencing or similar to retain all material spill form the culvert. - Temporary batter protection with geofabric required to limit scour due to rainfall events Long Term: - Resolve batter scour on culverts. - Consider access, refuge and maintenance activities. - Permanent batter slope product will be a fabric and/or concrete solution.. - Permanent hungry board will likely be a large, galvanized steel equal angle the is anchored to the top face of the in-situ headwall.	Progressing. 27/07/22 ARTC advises that works are yet to commence. Remains open pending inspection of close out works 10/8 – No change 07/09 – No change 23/09/22 – Revised design issued for information approved 23/09/22

ISSUED FOR INFORMATION

Sheet No.	10F1	SHEET SIZE	A1
3-0001-260-SCU-00-SK-0558			
			
TITLE NARRABRI TO NORTH STAR CULVERT HEADWALL EXTENSION WITH UB310-32, FOR CULVERT CELLS WITHOUT REFUGE			
DESIGNED BY J.MCGEARY 23.09.22 Design Project Code:		APPROVED BY D.MANASSERO 23.09.22 Ind. Rev. Name: A.YUAN Ind. Rev. Date: 23.09.22	
CHECKED BY J.MCGEARY 23.09.22 Ind. Rev. Name: A.YUAN Ind. Rev. Date: 23.09.22		ARTC ACCEPTANCE Accepted By: _____ Signed: _____ Acceptance Date: _____	

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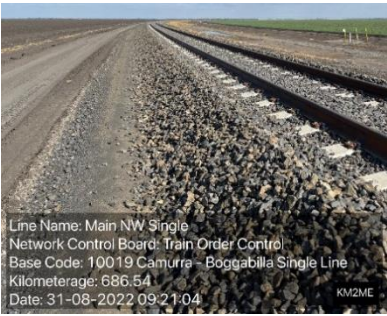
SECTION 2: OPEN ISSUES / ACTIONS FROM PREVIOUS INSPECTIONS AND REVIEWS

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Unique ID	Document / requirement reference	Requirement	Finding	Action proposed / implemented	Status
220629_4 Spring Creek	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometrage: 582.69 Date: 29-08-2022 13:31:18	Temporary stabilisation works	 To be replaced by permanent works as part of final site stabilisation works	Open
220727_2 Kms 577.96	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometrage: 577.96 Date: 27-07-2022 12:08:05	Large woody debris (LWD) – Red Gum salvaged from clearing operations To be dispersed across the corridor following completion of construction	 For dispersal across site at ecologically strategic locations	Open
220727_4 Km 580.88	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometrage: 580.88 Date: 27-07-2022 12:21:05	Downstream apron gravel bed to be extended to boundary fence. Geotextile folded bund to be removed	 Works to be undertaken as works progress	Open
220727_9	NA	 No line found within 100 meters Latitude: -29.491074°S Longitude: 149.854269°E Date: 27-07-2022 14:55:33	Plastic waste in comingles recycling bin	 Storage of plastic material in comingled recyng bin not permited	Open

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Unique ID	Document / requirement reference	Requirement	Finding	Action proposed / implemented	Status
220831_3 Km 686.55 Milguy Laydown	NA		Drums for storage of sleeper jewelry Note weed growth adjacent to drums	 Consider covering drums with lids to prevent entry of water and vermin	Open
220831_4 KM 686.52 Milguy Laydown	NA	 	Milguy Laydown Area Non-segregation of waste material stockpile Waste segregation should occur as soon as possible Note weed growth adjacent to waste stockpile		Open
220831_6 Km 686.54	NA	 	Trans4m regeneration killed by overspray from adjoining landholder ARTC in correspondence with managing company in relation to this matter		Open pending resolution

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Unique ID	Document / requirement reference	Requirement	Finding	Action proposed / implemented	Status
220831_7 Km 707.25	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10019 Camurra - Boggabilla Single Line Kilometerage: 707.25 Date: 31-08-2022 10:25:06	Non-segregation of waste material stockpile Waste segregation should occur as soon as possible Note weed growth behind waste stockpile	Medium	Open
		 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10019 Camurra - Boggabilla Single Line Kilometerage: 707.25 Date: 17-09-2022 11:13:08	Update 23/09/22 Waste stockpile removed and weed spraying undertaken		Closed
220831_8 Km 707.25	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10019 Camurra - Boggabilla Single Line Kilometerage: 707.25 Date: 31-08-2022 10:28:34	Waste concrete awaiting transport to Moree licensed waste disposal facility Noted that the stockpiles will require separation of non-concrete materials from the stockpiles prior to transportation to the land fill	Medium	Open
220831_8 Km 707.24	NA		Waste bins overfull	High To be emptied ASAP	Open

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Unique ID	Document / requirement reference	Requirement	Finding	Action proposed / implemented	Status
220831 -15 Croppa Creek	NA		Contractor is encouraged to establish trees adjacent to the waterway to enhance connectivity of the waterway for aquatic fauna by providing shading over the waterway		Open
220831_9 Km 730.14	NA		Waste bins overfull	 To be emptied ASAP	Open
					
			Update 23/09/22 Skip bin emptied – although noted that it is once again full and ready for emptying		Closed
220831_13 Croppa Creek Tributary	NA	 	Stockpile dumped within creek banks without any protection to prevent sediment run-off into the waterway Stockpile to be removed from current site and stored at a site beyond the waterway catchment	 Requires immediate attention	Open

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Unique ID	Document / requirement reference	Requirement	Finding	Action proposed / implemented	Status
220831 -15 Croppa Creek Laydown Area	NA	 	Waste bin overfull – waste material windblown across neighbouring land Waste needs to be collected ASAP	High	Open
220907_1 Km 577.96 Gate 2	NA	 	200 litres drums without lids – exposed to the elements. Contractor is encouraged to cover the bins to exclude rain and access by vermin	Low	Open
220907_5 Km 578.08 Gate 2B	NA		Erosion rill beginning to develop in the bed of the cutting. Recommended that invert of cutting is hardened to reduce erosion risk	Low	Open

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Unique ID	Document / requirement reference	Requirement	Finding	Action proposed / implemented	Status
220907_2 Km 577.88	NA	 	Waste concrete requires segregating prior to transport to recycling facility	Low	Open
220907_7 Km 620.61 North of Penneys Rd	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometrage: 620.61 Date: 07-09-2022 12:02:27	Skink hotel – One of three in the general location. To be inspected and consideration given to removal if no longer serving a purpose	On	Open pending inspection and decision re removal or retention
220907_8 Km 620.72 Pad 6	NA	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometrage: 620.72 Date: 07-09-2022 12:16:08  Location data unavailable Latitude: -- Longitude: -- Date: 20-09-2022 14:20:17	Waste bins overfull – to be emptied as soon as possible Bin has been emptied	High	Open pending removal of waste Closed

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SECTION 3: PROJECT REQUIREMENT / PROCESS / DOCUMENT REVIEW

This Section presents the outcomes from reviews of compliance with Conditions of Approval, and Project Strategies, Plans and Programs for the current Reporting Period. The review is conducted on select requirements based on the likely risks for the works being undertaken. The review is not exhaustive nor does it constitute an audit.

Unique ID	Document / requirement reference	Requirement	Finding	Action proposed / implemented	Status
Construction Phase Flood Emergency Response Plan					
Table 16 - Flood Emergency Response Plan					
Preparation (Get Ready)	Prepare Site Specific Flood Preparation Plan		Finding	Action proposed / implemented	Status
	SPE – A Site-specific flood preparation plan will be developed for all active work sites. The Site-specific flood preparation plan are specific to the works occurring, the surrounding environmental constraints and the flood risk. The Site-Specific Flood Preparation Plan (Appendix B) will include any temporary works and flood preparation and response measures specific to those works. SPE – The Site-specific flood preparation plan will address the methods, timeframes, and responsibilities for securing, removal, mobilisation to higher ground or protection of materials safely from work areas during a flood event		Noted – Site Specific Flood Preparation Plan for Bobbiwaa Creek (CH 586.200). The plan addresses: • Temporary works and response measures; • Pre-emptive actions; • Methods, timeframes and responsibilities for securing, removal, mobilisation to higher ground and protection of materials.	No further action required	Compliant
	SPE – The Site-specific flood preparation plan will include information on where to go (evacuation) in the event of a flood, who to call (NSW SES – 132 500) or emergency services (000), where to receive updates and advice (e.g., radio, social media) and triggers, warnings and natural signs of flooding		The Bobbiwaa Creek plan includes evacuation information and contact persons and phone numbers. Noted that several one of the phone numbers is for a person no longer on-site (Kristian Hancock) and one on extended personal leave (Pippa Donaldson)	This (and other) plan should be regularly updated to ensure that contact information is current	Compliant
	Prior to the establishment of a permanent spoil mound, approval must be sought from Trans4m Rail's Environmental Manager (or delegate) and ARTC via the N2NS Permanent Spoil Mound Approval Checklist (Appendix E).		NA – no permanent spoil mounds established by the project	NA	NA
	SPE - Triggers will be included in each flood response plan so as supervisors know when these plans are to be implemented.		Triggers are addressed in the Bobbiwaa Plan		Compliant
	DS – Site-specific flood preparation plan will be kept at the activity sites, with the other site-specific documentation. These plans will be regularly reviewed and revised progressively throughout construction as activities and locations change to ensure the preparedness for flood risk.		Plans are kept by site supervisors at site offices	No further action required	Compliant

SECTION 3: PROJECT REQUIREMENT / PROCESS / DOCUMENT REVIEW

This Section presents the outcomes from reviews of compliance with Conditions of Approval, and Project Strategies, Plans and Programs for the current Reporting Period. The review is conducted on select requirements based on the likely risks for the works being undertaken. The review is not exhaustive nor does it constitute an audit.

Preparation (Get Ready)	Prepare Site Specific Flood Preparation Plan	Finding	Action proposed / implemented	Status
Preparation (Get Ready)	Training and Awareness GS / DS – Site-specific flood preparation plan will be the subject of toolbox talks to the work crews to educate the Construction Team about the Flood Emergency Response Plan, and as required as part of emergency drills	17 September daily briefing note – summary of rain events Friday full tool box 16/9 - preparations for forecast flood event	No further action required	Compliant
Preparation (Get Ready)	Temporary Works measures GS / DS - Site specific temporary works such as minor drainage realignments and diversions, bunding and raising of site platforms may be required at Construction Ancillary Facilities (CAFs)	Measures installed as required	No further action required	Compliant
	CM / SPE / EM / GS / DS - Design and implementation of temporary works flood mitigation measures shall be determined on a site-by-site basis by Trans4m Rail's Temporary Works Team.	As required – John Holland hydrologist assessment prior to installation		
	GS / DS / SPE / EM – Assess all installed temporary works to determine the risk associated with these works and if the works require removal	As per above – CPESC review		
Response (During Flood)	Immediately Prior to Flood Event Immediately prior to a flood event, the following will be undertaken:			
	GS / DS - Remove wastewater from site amenities by an authorised transporter for offsite disposal at a licensed facility;	Ablutions not located within flood zones. Removed prior to major closures	No further action required	Compliant
	GS / DS - Remove all hazardous items and chemicals to be outside of the flood prone land;	Everything removed to flood free zones (5% AEP)		
	GS / DS - Mobile construction equipment (or excess material) will be removed from waterway or flood prone areas; and	As per above – anything that could be moved		
	GS / DS - Power to any affected sites and equipment will be turned off and alternate power sources to be set-up at the construction site	Caravans operated from generators. Not left on overnight. No sites with mains power		
	GS / DS – All preparation measures detailed in the Site-Specific Flood Preparation Plan must be actioned and documented in the Site Preparation Checklist	Yes – as required		

SECTION 3: PROJECT REQUIREMENT / PROCESS / DOCUMENT REVIEW

This Section presents the outcomes from reviews of compliance with Conditions of Approval, and Project Strategies, Plans and Programs for the current Reporting Period. The review is conducted on select requirements based on the likely risks for the works being undertaken. The review is not exhaustive nor does it constitute an audit.

Response (During Flood)	Monitoring During Flooding	Finding	Action proposed / implemented	Status
	GS / EM - On-going monitoring of the BoM flood warning products will be undertaken for updated information and expected flood levels	Watch on stream gauges – Gwydir, Meehi and Namoi. Don't cross SP1 sites. Access to Weatherlink and N2N# stations – shared information. Eco environmental	No further action required	Compliant
	PD - General on-going monitoring of site flood conditions will be communicated to all personnel	What's App groups. Supervisors and Leadership group is the hub		
	NSW SES - The NSW SES issues Flood Bulletins during flood events. These are emailed out to key stakeholders and members of the community during flood events and contain important up to date information about the relevant flood event	Via What's App as per above		

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SECTION 4: INSPECTION

This Section presents the outcomes from an inspection of the project construction site, works and environmental protection measures for the current Reporting Period.

ISSUE PRIORITY LEVEL & DEFINITIONS

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

Unique ID	Photo	Finding	Priority	Status
220920_1 Km 582.83 Gate 2b		Waste bin overfull	Low Arrange for bin to be emptied when possible	Open
220920_2 Km 582.83 Spring Creek		Spring Creek highly turbid flows upstream and downstream of construction site	O	To be monitored

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Unique ID	Photo	Finding	Priority	Status
220920_3 Km 586,20 Bobbiwaa Creek		Bobbiwaa Creek – Erosion and sediment controls in place	 Example of good practice	No further action required
220920_4 586,23 Bobbiwaa Creek	 	Application of polymer stabiliser to temporary stockpile	 Example of good practice	No further action required

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Unique ID	Photo	Finding	Priority	Status
220920_5 Bobbiwaa Creek Km 586.17	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometerage: 586.17 Date: 20-09-2022 10:37:02 KM2ME	Remnant of pre-existing culvert structures To be removed and transported to reprocessing facility	 Example of good practice	No further action required
220920_6 Km 596.60	 	Evidence of recent weed spraying beginning to take effect	 Example of good practice	No further action required
220920_7 Km 596.87 Ten Mile Creek	 Line Name: Main NW Single Network Control Board: Train Order Control Base Code: 10018 Werris Creek - Mungindi Single Line Kilometerage: 596.87 Date: 20-09-2022 12:02:19 KM2ME	Silt and gravel material washed down stream of work site by flood waters	Low	Open Material to be retrieved when flood and work permit

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Unique ID	Photo	Finding	Priority	Status
220920_8 Km 607.77 Boggy Creek		Incising downstream of work site has resulted in development of potentially unstable creek bed and banks. Requires development and implementation of long term post construction final design for stabilised land / creek form	Medium	Open
220920_9 Pad 6	 	Exposed surface susceptible to dust generation as vehicles travel through the site. Neighbouring land holder resides in nearby house which can be impacted by dust during windy conditions Recommended that dust control measures are implemented when there is a risk of dust generation impacting the neighbouring house	Medium	Open pending adoption of mitigation measures

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Unique ID	Photo	Finding	Priority	Status
220920_10 Pad 6		Emergency spill kit with tie down straps to prevent random access Trans4m is maintain9ng emergency spill kits across the site to a very high standard	 Example of best practice	No further action required - Continue current practice
220920_11 Pad 6	 	Waste bin overflowing with sub-standard house keeping	Medium	Open pending clean up and emptying of bin

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Unique ID	Photo	Finding	Priority	Status
220920_12 Pad 6		Effective implementation of weed control programs Weed control measures should be applied to complete program on the site	Medium	Open pending adoption of weed
				
220920_13 Pad 2		Correct use of concrete washout disposal bin	 Example of best practice	No further action required

SECTION 5: AUTHORISATION

This Section provides authorization from the ER that the information presented is, to the best of our ability, true and correct.

Name: Peter Hatton	Position: Alternate Environmental Representative
Signature: 	Date: 23/09/22

SECTION 6: NEXT INSPECTION

This Section plans the next inspection in consideration of issues and risks, and active or upcoming works. It enables adequate access arrangements to be made.

Scheduled date: 05/10/22

Proposed site / location: Stage 3

Document review: Flood Emergency Response Plan

APPENDIX D – CEMP REVIEW SCHEDULE

N2NS CEMP - Sub Plan Implementation Review Schedule

CoA	Document	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Lessons Learned Workshop	Trans4m to host process	x										
A21	MAF approvals		x									
B1/B6	Communication Strategy & Complaints Management System							x				
C1/C2	Construction Environmental Management Plan (CEMP)										x	
C4/8	Traffic and Transport Management Plan		x									
C4	Construction Noise and Vibration Management Sub Plan & OOHV Protocol						x					
C4/9	Biodiversity Management Sub Plan			x								
C4/10	Soil and Water Management Sub Plan				x	x						
C4/11	Heritage Management Sub Plan							x				
C12	Flood Emergency Management Sub Plan & Site Specific Flood Preparation Plans				x							
SWMP Review (as per CSWMP Rev 0 Table 7.1)												
May 18 - Surface Water Quality Monitoring Program												
June 1 - SW 01 to 30												
June 15 - CL 01 to 18 and RR 01 to 10												
June 29 - SP 01 to 05 and AQ 01 to 24												
July 27 - CNVMP												
Aug 10 - Comms Strategy												
Aug 24 - Heritage Management Plan												
Sep 8 and 22 - FEMP												
Nov 2 - CEMP												