



# **CONSTRUCTION COMPLIANCE REPORT**

Parkes to Narromine

December 2019 - June 2020

**Document Control**

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Application No.	SSI 7475

**Revision History**

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## Glossary

TERM	DEFINITION
<b>ARTC</b>	ARTC is an Australian Government-owned corporation which operates (as track owner or lessee) most of Australia's inter-city standard gauge rail network. It has been tasked by the Government with delivering Inland Rail.
<b>Approval</b>	A regulatory approval instrument.
<b>Authorised Reporting Officer</b>	A director, executive, employee or officer of the proponent who is authorised by the proponent to submit formal reporting on the proponent's behalf. An Authorised Reporting Officer is not to be a contracted third party (such as a consultant).
<b>CEMP</b>	Plans and subplans prepared by the relevant contractor for the project to implement the environmental management measures during the construction phase, and establish the compliance reporting processes to demonstrate compliance with the project commitments and conditions of approval
<b>Commencement of construction</b>	The date of the commencement of construction as notified under the Conditions of Approval.
<b>Conditions of Approval</b>	Means conditions imposed on either of the following: <ul style="list-style-type: none"> <li>• development consents for a State significant development</li> <li>• infrastructure approvals for State significant infrastructure</li> <li>• transitional Part 3A project approvals</li> <li>• other approvals or consents granted by the Minister in accordance with the Environmental Planning and Assessment Act 1979.</li> </ul>
<b>Construction</b>	Has the same meaning as in the Conditions of Approval.
<b>CSSI approval</b>	The Critical State Significant Infrastructure, Inland Rail – Parkes to Narromine Conditions of Approval, June 2018, CSSI 7475.
<b>DPIE / The Department</b>	NSW Department of Planning, Industry and Environment.
<b>Development</b>	Has the same meaning as in the Conditions of Approval.
<b>Incident</b>	An occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance. Note: "Material harm" is also defined in the Conditions of Approval.
<b>P2N project</b>	Inland Rail Parkes to Narromine Project.
<b>WBS</b>	Work Breakdown Structure

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## 1 Executive Summary

The purpose of this Construction Compliance Report is to monitor and report on the compliance status of the Inland Rail Parks to Narromine (P2N) rail project (the Project), in relation to the Critical State Significant Infrastructure, Inland Rail – Parkes to Narromine Conditions of Approval, June 2018 (SSI 7475) (Conditions of Approval (CoA)). This report has been prepared in accordance with Condition A28 of SSI 7475, and the NSW Department of Planning, Industry and Environment's (DPIE) Compliance Reporting Post Approval Requirements.

The Parkes to Narromine (P2N) Project is one of 13 projects that comprise the Inland Rail Program and is approximately 103 km long. The Project is being delivered by INLink (a joint venture of BMD Constructions Pty Ltd and Fulton Hogan Construction Pty Ltd). The P2N Project is generally located within the existing rail corridor between the towns of Parkes and Narromine, via Peak Hill.

The environmental monitoring undertaken during the reporting period was undertaken generally in accordance with the P2N Conditions of Approval, Construction Environment Management Plan (CEMP) (as required by CoA C1), the CEMP Sub-plans (as required by CoA C4) and Construction Monitoring Programs (as required by CoA C13). Details of monitoring requirements and results are presented in section 3 of this report.

As required by CoA A22, the Compliance Tracking Program was developed prior to the commencement of construction to assist in the monitoring of compliance. The compliance tables and current compliance status with the CoA are included in Appendix A.

One independent environmental audit was carried out during the reporting period between the 20<sup>th</sup> December and 30<sup>th</sup> June 2020. The results of this independent environmental audit are outlined in Section 5.

A total of 57 complaints have been registered as a result of the project during the reporting period. The majority of which are owing to water/ drainage, dust and vehicle behaviour. All complaints were handled in accordance with the Communication Strategy.

## 2 Introduction

The purpose of this Construction Compliance Report is to monitor and report on the compliance status of the Inland Rail Parks to Narromine (P2N) rail project (the Project), in relation to the Critical State Significant Infrastructure, Inland Rail – Parkes to Narromine Conditions of Approval, June 2018 (SSI 7475) (Conditions of Approval (CoA)). This report has been prepared in accordance with CoA A28 of SSI 7475, and the NSW Department of Planning, Industry and Environment's (DPIE) Compliance Reporting Post Approval Requirements. See Table 2-1 and Table 2-2 below.

This is the third Construction Compliance Report submitted for the Project, for the reporting period 20<sup>th</sup> December and 30<sup>th</sup> June 2020, and submitted to the Secretary for information six months from the date of the commencement of construction of the Project. The current report will be submitted on or before 18 August 2020, as per CoA A28 of the SSI approval.

This report also acts as the third Construction Monitoring Report, which is also required to be produced on a six (6) monthly schedule in accordance with CoA C18.

Table 2-1: Requirements of condition A28 of CSSI 7475

CONDITION	DETAILS	WHERE ADDRESSED
A28	Construction Compliance Reports must be prepared and submitted to the Secretary for information every six (6) months from the date of the commencement of construction, for the duration of construction. The Construction Compliance Reports must include:	This report
A28 a)	a summary of the CSSI activities that occurred during the reporting period;	Section 2.1
A28 b)	a results summary and analysis of environmental monitoring;	Section 3
A28 c)	the number of any complaints received, including a summary of main areas of complaint, action taken, response given and proposed strategies for reducing the recurrence of such complaints;	Section 7
A28 d)	details of any review of, and minor amendments made to, the CEMP required by Condition C1 as a result of construction carried out during the reporting period;	Section 2.2
A28 e)	a register of any consistency assessments undertaken and their status;	Section 2.3
A28 f)	results of any independent environmental audits carried out in accordance with Conditions A32 to A35 and details of any actions taken in response to the recommendations of an audit;	Section 5
A28 g)	a summary of all incidents notified in accordance with Condition A36 and Condition A39 of this approval; and	Section 6
A28 h)	a compliance status summary for the reporting period including details of any non-compliances with the terms of this approval.	Section 4, Appendix A

Table 2-2: Requirements of Condition C18 of CSSI 7475

CONDITION	DETAILS	WHERE ADDRESSED
C18	The results of the Construction Monitoring Programs must be submitted to the Secretary, and relevant government agencies and councils, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program.	Section 3

## 2.1 Project activity summary

The Parkes to Narromine (P2N) Project is one of 13 projects that comprise the Inland Rail Program. The Project is being delivered by INLink (a joint venture of BMD Constructions Pty Ltd and Fulton Hogan Construction Pty Ltd).

The P2N Project is generally located within the existing brownfield rail corridor between the towns of Parkes and Narromine, via Peak Hill (See Figure 1 for exact location). A new greenfield connection, referred to as the North-west Connection, to the Broken Hill railway line is also proposed outside of the existing Rail Corridor at the southern end of the Project near Parkes.

The key features of the Project include:

- Upgrading the track, track formation and culverts within the existing Rail Corridor for 98.408 km including signal upgrade between Parkes and Narromine
- Providing three new crossing loops within the existing Rail Corridor at the nominated locations

Due to the length of the Project, it has been broken up into a number of construction sections to manage resources, plant and equipment. Each of the sections and a summary of the work being carried out in each section is outlined in Table 2- 1. Table 2- 2 provides a summary of the overall construction progress.

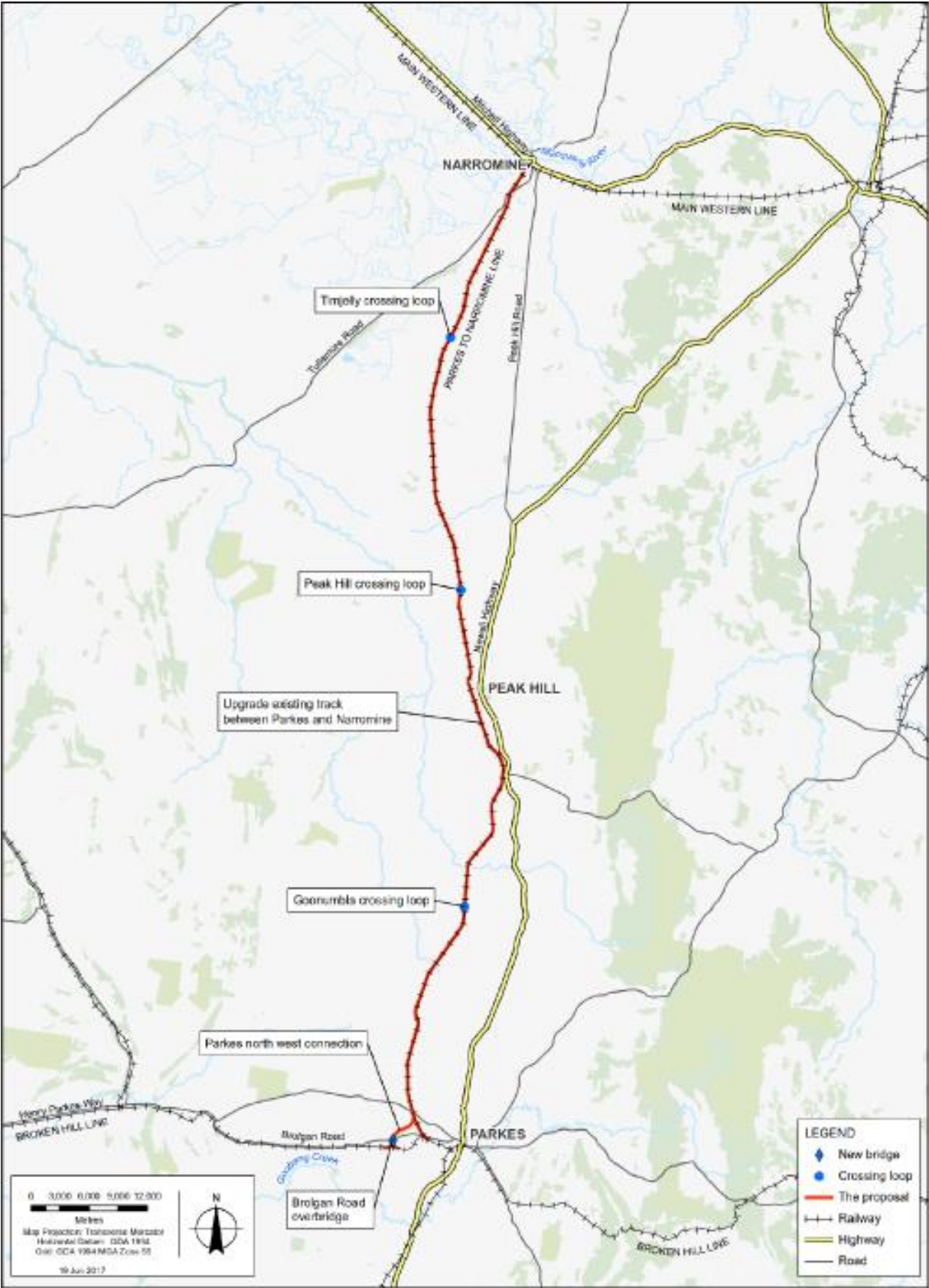


Figure 1 – P2N Project Location



Table 2- 1: Summary of construction activities in each construction section as of June 2020

CONSTRUCTION SECTION	CONSTRUCTION SUMMARY
North-West Connection	<ul style="list-style-type: none"> <li>• Operation of rail to pre-construction use</li> <li>• Ongoing defect correction works for track including rail replacement, sleeper replacement and patching, etc.</li> <li>• Ongoing defect correction works for signalling, including design modifications.</li> <li>• Landscaping is ongoing</li> </ul>
Section A1.1 Goonumbla to Mickibri	<ul style="list-style-type: none"> <li>• TLO handover process progressing.</li> <li>• Fencing installations ongoing.</li> <li>• Finishing works completed.</li> <li>• Completion &amp; defect walks progressing.</li> <li>• Track signage installation and survey marks ongoing.</li> </ul>
Section A1.2 Mickibri to Peak Hill	<ul style="list-style-type: none"> <li>• TLO handover process progressing.</li> <li>• Fencing installations ongoing.</li> <li>• Finalisation works nearing completion</li> <li>• Landscaping nearing completion.</li> <li>• Mickibri Siding works commenced.</li> <li>• Mickibri LX amendments completed.</li> <li>• Continue signalling testing.</li> <li>• Completion &amp; defect walks progressing.</li> <li>• Track signage installation and survey marks ongoing.</li> </ul>
Section B Parkes to Goonumbla (CH460.6 – CH467.829)	<ul style="list-style-type: none"> <li>• Other than Bogan Rd LX, all remaining LX works complete</li> <li>• Bogan Road nearing completion.</li> <li>• Fencing nearing completion.</li> <li>• Finalisation works (including culverts) and landscaping provisions to be nearing completion.</li> <li>• TLO use, re-conditioning and handover to ARTC nearing completion.</li> <li>• Complete Skeleton track construction.</li> <li>• Complete top ballasting with train.</li> <li>• Complete tamping / regulating.</li> <li>• Complete cable pulling works.</li> <li>• Complete civil works for signalling including Signal Hut slabs, signals, boom gate foundations, etc.</li> </ul>
Section A3.1 Peak Hill to Tomingley West	<ul style="list-style-type: none"> <li>• All LX works to be complete, pending finalisation of the private LX to be installed post rail adjustments.</li> <li>• Fencing installations progressing.</li> <li>• Finalisation works and landscaping to be completed.</li> <li>• Completion inspections to be likely commenced.</li> <li>• TLO use, re-conditioning and handover to ARTC progressed.</li> <li>• Complete rail stressing.</li> <li>• Commence Signalling Testing</li> </ul>
Section A3.2 Tomingley West to Narromine	<ul style="list-style-type: none"> <li>• All rail formation earthworks completed and formally handed over excluding the section of formation rework from Ch 526650 – 527450.</li> <li>• All LX works to be complete to public LX.</li> <li>• The balance of the private LX to be completed/installed post rail adjustments.</li> <li>• Finalisation works (including culverts) to commence in readiness for landscaping provisions.</li> </ul>

CONSTRUCTION SECTION	CONSTRUCTION SUMMARY
	<ul style="list-style-type: none"> <li>Fencing installations progressing.</li> <li>Continue Skeleton track construction.</li> <li>Continue ballast train works.</li> <li>Continue tamping and regulating.</li> <li>Continue rail stressing.</li> <li>Complete civil works for signalling including Signal Hut slabs, signals, boom gate foundations, etc.</li> <li>Complete cable pulling works.</li> <li>Continue Terminations and Testing</li> </ul>

Table 2- 2: Summary of construction progress for reporting period (December 2019- June 2020)

WBS ITEM DESCRIPTION	UNITS	PREVIOUS PERIODS	CURRENT (PLANNED)	CURRENT (ACHIEVED)	TO DATE
Ballast Placed	T	54,064	0	67,420	121,484
Sleepers Placed	Ea	70,942	24,800	94,972	165, 914
Rail Laid	M	84,202	32,600	103,057	187,259
Capping	T	170,185	0	263,693	518,395
Structural Import	T	655,071	0	174,401	876,850
Fencing	M		6,000	39,237	70,307
Level Crossing Treatment	Ea	33	11	11	44
Rail Culverts- Installed	Unit	2277	0	2277	2277
Wingwalls- Cast/Installed	%	100%	0	0	100%

## 2.2 CEMP reviews & amendments

The Construction Environmental Management Plan (CEMP) has undergone its second six-month review. All of the Sub-plans had their yearly review in the previous reporting period. All CEMP and sub-plan reviews were endorsed by the Environmental Representative (ER) and updated on the Parkes to Narromine Planning Approvals website (<https://inlandrail.artc.com.au/P2N-planning-approvals>).

The Traffic, Transport and Access Management Plan was updated during the current reporting period which has been endorsed by the ER and approved by DPIE following comments received from Transport for NSW.

## 2.3 Consistency Assessments

A total of eighteen Consistency Assessments (CA) have been completed by the Project under SSI 7475, eight of which have been completed during the reporting period. Additionally, one CA from a previous reporting period was revised during the current reporting period. All consistency assessments were provided to the ER in accordance with CoA A20 (b).

A register of the determined consistency assessments is provided in Table 2- 3.

Table 2- 3: Consistency assessment undertaken as part of the P2N Project

NO	DATE	REPORTING PERIOD	TITLE	DOCUMENT NO. & VERSION	STATUS
1	12/02/2018	Prior to Construction	Minor Consistency Review – Grade Separation Changes to Brolgan Road and Coopers Road	3-0001-240-EAP-00-RP-0001_0	Determined consistent
2	16/11/2018	Prior to Construction	Minor Consistency Review – GrainCorp storage compound sites	3-0001-240-EAP-00-RP-0004_0	Determined consistent
3	11/06/2019	Previous	Minor Consistency Review – Utility Adjustment: Coradgery - Bulgandramine Roads	3-0001-240-EAP-00-RP-0005_0	Determined consistent
4	12/07/2019	Previous	Minor Consistency Review – Utility Adjustment and Road Works at Brolgan Road, Nanardine Lane, Wards Lane, Tomingley West Road and Timjelly	3-0001-240-EAP-00-RP-0006_1	Determined consistent
5	26/07/2019	Previous	Minor Consistency Review – Fences, Gates and Minor Earthworks	5-0000-240-EAP-00-RP-0004_0	Determined consistent
6	31/07/2019	Previous	Minor Consistency Review – IFC Design	3-0001-240-EEC-00-RP-0005_2	Determined consistent
7	18/10/2019	Previous	Minor Consistency Review - Henry Parkes Way Temporary Road	5-0000-240-EAP-00-RP-0007_0	Determined consistent
8	24/10/2019	Previous	Minor Consistency Review - Parkes to Narromine Goonumbla Ballast Train Loading	5-0000-240-EAP-00-RP-0008_0	Determined consistent
8	11/12/2019		Minor Consistency Review - Parkes to Narromine Goonumbla Ballast Loading and Upgrading of Rail Infrastructure	5-0000-240-EAP-00-RP-0008_1	Determined consistent
9	31/10/2019	Previous	Minor Consistency Review - Signalling Conduit Brolgan Road - Signalling Hut to Goobang Junction Relay Room	5-0000-240-EAP-00-RP-0010_0	Determined consistent
10	27/11/2019	Previous	Minor Consistency Review – Brolgan Road Water Source	5-0000-240-EAP-00-RP-0011_0	Determined consistent
11	15/01/2020	Current	Minor Consistency Review – Henry Parkes Way Advance Warning Signalling Route	5-0000-240-EAP-00-RP-0009_0	Determined consistent
12	24/01/2020	Current	Minor Consistency Review – Bogan Road Advanced Warning Signs Level Crossing	5-0000-240-EAP-00-RP-00013_0	Determined consistent
13	28/01/2020	Current	Minor Consistency Review – Alectown Siding	5-0000-240-EAP-00-RP-00014_0	Determined consistent

NO	DATE	REPORTING PERIOD	TITLE	DOCUMENT NO. & VERSION	STATUS
14	17/03/2020	Current	Minor Consistency Review – Goonumbla Ballast Loading 462km	5-0000-240-EAP-00-RP-0012_0	Determined consistent
15	25/03/2020	Current	Minor Consistency Review – Project Water Demand	5-0000-240-EAP-00-RP-0006_0	Determined consistent
16	13/05/2020	Current	Minor Consistency Review – Peak Hill Boundary Fencing	5-0000-240-EAP-00-RP-0017_0	Determined consistent
17	18/05/2020	Current	Minor Consistency Review – Mickibri Boundary Fencing	5-0000-240-EAP-00-RP-0018_0	Determined consistent
9	26/05/2020	Current (Revision of CA produced in previous reporting period)	Signalling Minor Consistency Review – Conduit Brolgan Road Signalling Hut to Goobang Junction Relay Room - 1	5-0000-240-EAP-00-RP-00010_1	Determined consistent
18	17/06/2020	Current	Minor Consistency Review – Henry Parkes Way Rock Retrieval	5-0000-240-EAP-00-RP-0015_0	Determined consistent

### 3 Environmental Monitoring

#### 3.1 Noise and vibration monitoring program: results summary and analysis

Construction activities that result in noise production undertaken during the reporting period are listed in Table 2- 1. These activities include earthworks, rail installation and tamping. In general, these activities are not noise intensive and do not produce tonal and impulsive noise.

Noise impacts associated with construction activities during the reporting period have been managed in accordance with the Construction Noise and Vibration Impact Statement (CNVIS) (Table 3-1).

**Table 3-1: Mitigation measures outlined within CNVIS**

Administrative		Implemented (Yes/No)
Community consultation	<ul style="list-style-type: none"> <li>Potentially affected receivers will be notified of Out of Hour (OOH) works in accordance with the requirements of the CEMP, as referenced in Section 3.3 and indicated for each receiver in Appendix B.</li> </ul>	Yes – all Out of Hour (OOH) works was managed through community agreements in accordance with EPL 21138
Site induction	<ul style="list-style-type: none"> <li>The site Environmental Induction was delivered by the Environmental Team in accordance with the CEMP.</li> </ul>	Yes
Behavioural practices	<ul style="list-style-type: none"> <li>Avoid swearing and unnecessary shouting or loud stereos/radios onsite.</li> <li>Avoid dropping materials from height.</li> </ul>	Yes
Programming	<ul style="list-style-type: none"> <li>Avoid night works where possible within 1 kilometre of any one receiver.</li> </ul>	All night works were undertaken through community agreement in accordance with EPL21138
Noise control		Implemented (Yes/No)
Equipment selection	<ul style="list-style-type: none"> <li>Priority was given to the use of quieter and less vibration emitting construction methods and plant alternatives where feasible and reasonable.</li> <li>The noise levels of plant and equipment did meet the maximum noise requirements of Appendix C of the CNVIS.</li> </ul>	Yes
Use and siting of plant	<ul style="list-style-type: none"> <li>Plant used intermittently was throttled down or shut down.</li> <li>Noise-emitting plant was directed away from sensitive receivers (where possible).</li> <li>Stationary plant was located behind a structure or enclosed if practicable.</li> <li>Deliveries were made as far as practical from sensitive receivers. Dedicated loading/unloading sites were shielded where possible, if close to receivers.</li> <li>Avoid compression breaking on approach to the site.</li> </ul>	Yes

Non-tonal reversing alarms.	<ul style="list-style-type: none"> <li>Non-tonal reversing beepers (or an equivalent mechanism) must be fitted and used on all construction vehicles and mobile plant regularly used on site and for any out of hours work.</li> </ul>	Yes
<b>Monitoring</b>		<b>Implemented (Yes/No)</b>
Noise monitoring	<ul style="list-style-type: none"> <li>Monitoring should be completed to verify the assumptions of this CNVIS regarding estimated equipment noise emissions and to ensure compliance with Table 2 of the CNVIS.</li> </ul>	Yes – noise monitoring is undertaken.

The Noise and Vibration Management Plan (NVMP) required attended and unattended noise monitoring to be undertaken for the project.

Unattended noise monitoring was required to take place at the same locations that monitoring was undertaken in the EIS (L01P2N to L17P2N, Figure 2). These seventeen (17) monitoring sites were deemed to be representative of the existing background and ambient noise environment. A risk-based approach was undertaken for the unattended monitoring which identified several locations in the EIS (such as high-risk sensitive receivers) as no longer being applicable (for example, they were no longer occupied, or access was restricted). The removal of these locations was discussed and approved by the ER.

Unattended noise monitoring was undertaken at nine (9) locations within the reporting period. Six (6) of the sites monitored were EIS locations. Two additional monitoring sites were located around 300 metres north and 450 metres east respectively of EIS monitoring location L08P2N. The final monitoring site was located at chainage 450, this site is around 800m north west of EIS site L16P2N. These additional monitoring locations were chosen due to the sensitive receivers being in close proximity to the project.

Attended noise monitoring took place during the reporting period at fifteen (15) EIS sites (L03P2N-L17P2N). Sixteen (16) additional sites were monitored (refer to Figure 2 and Appendix B for exact locations). These sites were monitored for various reasons, including in response to complaints, rail possession and general compliance checks. The requirements of the NVMP for attended monitoring were generally met during the reporting period. Section 3.1.1 provides further detail of the noise monitoring that was undertaken in the reporting period.

### Out of Hours Work

Out of hours works (OOHW) regularly occurs within the Construction Impact Zone (CIZ). All OOHW was organised through community agreements in accordance with EPL21138. Out of hours work undertaken during the reporting period predominantly consisted of concrete pours and rail stressing which require certain climatic conditions to meet technical specifications.

### 3.1.1 Noise

#### Attended Monitoring

Attended monitoring was carried out at EIS monitoring sites, L03P2N to L17P2N as well as at sixteen (16) other locations during the reporting period (for exact locations see Figure 2 and Appendix B). Of the sixteen (16) sites, one (1) site was monitored in association with day OOHW, and four (4) sites were monitored in association with 72 hour level crossing (Brolgan Road) upgrade, in line with requirements set out in the NVMP. In addition to this one (1) site was monitored in response to a noise complaint. The NVMP notes that measurements of noise will be disregarded when it is raining and / or the wind speed is greater than 5m/s (18km/HR). This stipulation rendered most of the exceedances recorded in attended monitoring events void.

Overall, construction noise may have been a contributing factor in five exceedances of the predicted noise levels recorded at attended monitoring events ( Table 3-2). However, in the majority of these instances,

construction noise has not been reported as being the dominant noise source and external factors may have influenced this result. The NCR process is applied if exceedances were identified as being due to construction activities and would have impacted sensitive receivers, with corrective and preventative actions being implemented.

The results of attended monitoring found that, in general the dominant noise sources present were from wind, wildlife, and traffic and not from construction activities. Noise monitoring results are regularly discussed with the EPA, in which they have not raised any concerns.

Table 3-2: Exceedances potentially attributed to construction noise

DATE	NCA	DETAILED MONITORING LOCATION	DISCIPLINE	NOISE PERIOD	PREDICTED NOISE LEVELS DB	MONITORING RESULT L 15MIN	COMMENTS
21/02/2020	A3.2	Verellen 559 Tomingley W Rd, Tomingley	Compliance monitoring	Day Standard-11:00am	57	58.9	Cars passing on Peak Hill Railway Rd caused noise level spikes 10-15dB higher than what machines were producing. Without interference from road, noise level would have been compliant with predicted noise level.
24/02/2020	A1.2	Jackson Street, Peak Hill	Compliance monitoring	Day Standard-10:35am	34	40.4	Birds and highway traffic interfered with noise levels. However, power tools were recorded at noise levels between 35 and 40dB which is over the predicted noise levels for this activity. Without interference from birds and highway, the noise levels would have likely averaged out to be compliant with predicted noise levels.
24/02/2020	A3.1	Tullamore Road, Peak Hill	Compliance Monitoring	Day Standard-11:20am	46	57.4	Passing traffic (within 5m of monitoring location) interfered significantly with noise levels. Grader occasionally exceeded predicted noise level whilst turning around.
20/03/2020	A3.2	Lone Pine 2410 Peak Hill Railway Rd, Tomingley	Compliance Monitoring	Day Standard-9:10am	53	63.7	Sleepers were being unloaded and placed and rail was being dragged, sleeper installation was selected. However, there were two loaders operating simultaneously (one placing sleepers, another dragging rail) as well as truck and dogs entering site and passing within 10m of the monitoring location. In addition to the very close proximity of works to the noise monitor, the monitoring location was approximately 100m from the dwelling. No complaints have been received. This exceedance would not be representative of the actual noise levels experienced at the residence. 22km/h wind present.
27/05/2020	A1.2	35-37 Bingara St, Peak Hill	Compliance Monitoring	Day Standard-12:25pm	54	56.9	Residence was approximately 100m further back from works than monitoring location due to the resident's dog barking when monitoring closer to the house. As a result, this exceedance would not be representative of the actual noise levels experienced at the residence. No complaints have been lodged by this resident and no one appeared to be home. 19km/h wind present.



### Unattended Monitoring

Unattended noise monitoring was carried out at nine locations, the length and location of each event along with additional comments are presented in Table 3-3. Each exceedance represents one fifteen (15) minute period throughout the day where the measured noise level has exceeded the predicted noise levels.

Following an assessment of noise exceedances, the majority of the occurrences correlate with external factors. External environmental factors include wind, bird calls, noises from farm animals and insects. A likely contributing factor to this outcome is that the majority of wildlife are more active during dusk and dawn, resulting in increased exceedances during these times. Exceedances were generally recorded in non-consecutive 15-minute periods throughout the day which correlates with the exceedances largely not being related to construction activities. Noise levels would need to be elevated or exceeding predicted levels across a larger amount of the workday to be more conclusively attributed to the project.

A general trend can be seen in the data that in some cases works may have been contributing to increased noise levels in the environment but were not reported as the dominant noise source in any case. Of the monitoring events that occurred over the reporting period, only four had results that indicated construction noise may be contributing to an increased environmental noise level. Noise exceedances are investigated, determining whether there are any sensitive receivers who would be negatively impacted and if alternative methods can be utilised (e.g. noise breaks, community engagement measures, scheduling of activities etc)

Noise monitoring results are regularly discussed with the EPA, in which they have not raised any concerns.

Table 3-3: Unattended Noise Monitoring carried out during the reporting period

MONITORING PERIOD	MONITORING LOCATION	WORK PERIOD	TYPE OF WORK	NO. OF CONSTRUCTION RELATED EXCEEDANCES OF PREDICTED NOISE LEVELS	COMMENT
14/01/20-24/01/20	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Day Standard	Ongoing works over 10 Days on alignment South of Peak Hill Compound in front of silos.	None	No construction related exceedances of predicted noise levels were recorded during this monitoring period
26/02/20-28/02/20	Whitton Park Road "Carrabran"	Day Standard, No works from 6:00pm 26/02	Alignment work Nth and Sth of Whitton Park RD.	None	No construction related exceedances of predicted noise levels were recorded during this monitoring period
19/03/20-25/03/20	EIS Location 13- 503 Nanardine Lane, Parkes	Day Standard	Rail works (bottom ballast, rail drag, and sleeper lay).	17	Works occurring very close to monitor location. Very windy conditions highest gust 48km/h. Wildlife and livestock could be heard constantly throughout the monitoring, especially during dawn and dusk.
17/04/20-22/04/20	EIS Location 1 - Approx. Ch. 546.6	Day Standard	Culvert backfilling works occurring at culvert south of this location during daytime period.	1	Truck and dogs coming within 20m of noise monitor to exit site. Only one 15 minute period recorded a minimal exceedance of 0.6 dB. The closest receiver is over 500m away. No complaints received. Wildlife and livestock could be heard constantly throughout the monitoring, especially during dawn and dusk.
25/05/20-27/05/20	EIS Location 6 - Approx. Ch. 515.3	Day Standard	Excavator working 20m away installing rock aprons.	12	Works were occurring within 20m of the monitoring location. As the sensitive receiver is approximately 600m away the noise levels experienced at the residences would be significantly lower than the monitoring results. Wildlife and livestock could be heard constantly throughout the monitoring, especially during dawn and dusk.
29/05/20-2/06/20	Approx. Ch. 450km	Day Standard	Signalling works, including excavation being carried out at Brolgan Rd LX.	26	Excavator working approximately 30m from monitoring location. Windy conditions >35km/h. The exceedances occurred largely on Friday 29/05 between 12pm-5pm. The closest receiver is over 500m away. No complaints received. Wildlife and livestock could be heard

MONITORING PERIOD	MONITORING LOCATION	WORK PERIOD	TYPE OF WORK	NO. OF CONSTRUCTION RELATED EXCEEDANCES OF PREDICTED NOISE LEVELS	COMMENT
					constantly throughout the monitoring, especially during dawn and dusk.
11/06/20-16/06/20	EIS Location 16 - Goobang Junction, Parkes approx. Ch. 449km	Day Standard	Brolgan Rd LX works	None	Noise levels exceeded background and predicted levels multiple times throughout the day - including evening and night when no INLink works were occurring. The monitoring location is located next to a shipping container yard where loading and unloading occurs, and a main road used by heavy vehicles. High winds were experienced over this monitoring period (max gust 44km/h) As such exceedances could not be deemed to be construction related. Wildlife and livestock could be heard constantly throughout the monitoring, especially during dawn and dusk.
17/06/20-19/06/20	EIS Location 5 - approx. Ch. 528.5	Day Standard	Construction vehicles regularly travelling along Peak Hill Railway Road. Dewatering and rail installation activities occurring.	None	No exceedances of predicted noise levels were recorded during this monitoring period. Wildlife and livestock could be heard constantly throughout the monitoring, especially during dawn and dusk.
26/06/20-27/06/20	EIS location 14	Day Standard	Henry Parkes Way Signalling hut- Cable Pulling occurring.	None	Traffic along Henry Parkes Way was the dominant noise present in the environment. No construction related exceedances were recorded. Wildlife and livestock could be heard constantly throughout the monitoring, especially during dawn and dusk.

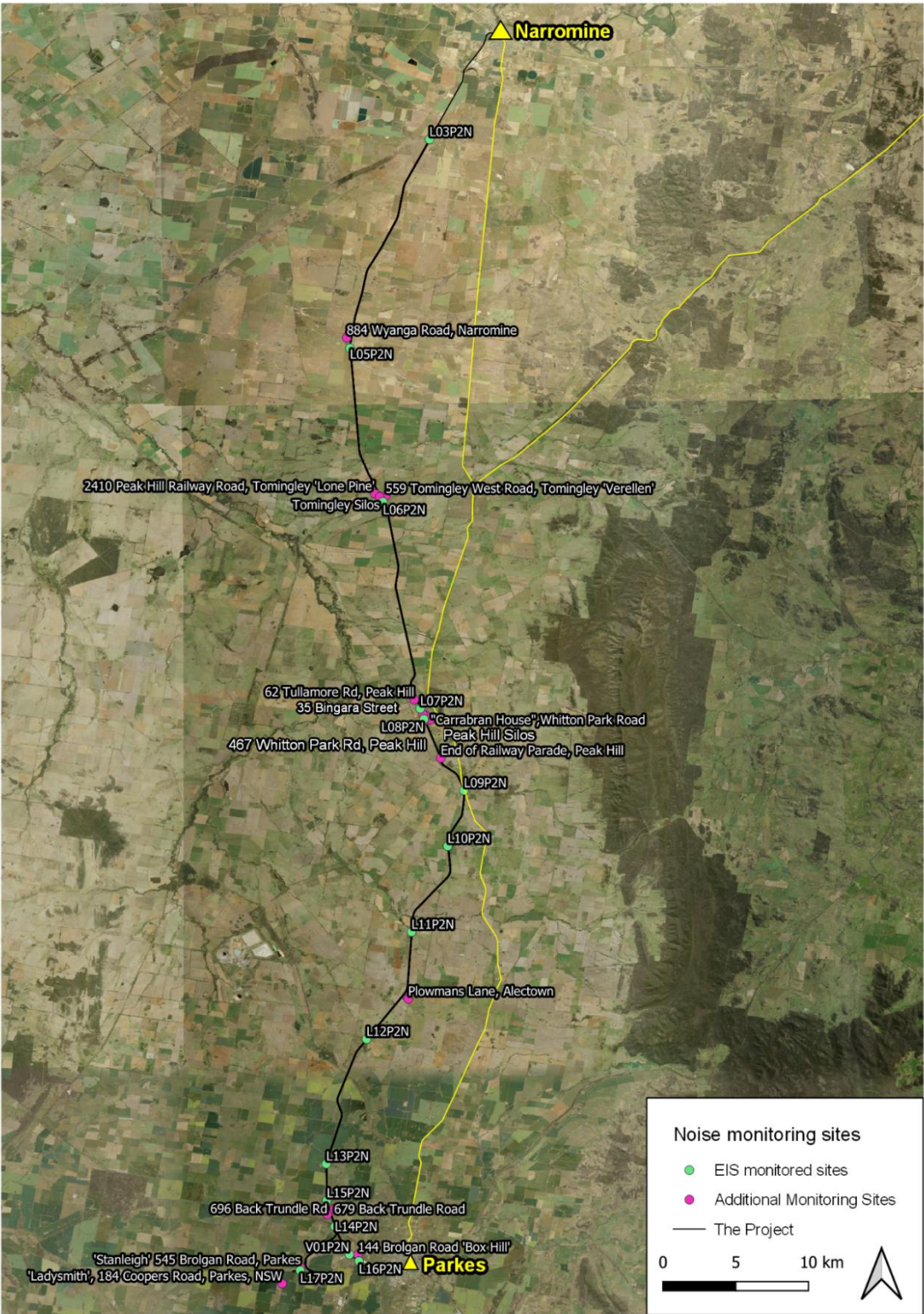


Figure 2: Noise Monitoring Locations



### 3.1.2 Vibration

The noise and vibration monitoring program specified that vibration monitoring will be undertaken at monitoring locations consistent with the baseline monitoring locations as shown in the EIS, including nine residential locations and eight locations within the rail corridor. Vibration monitoring has occurred once a month at each of the specified locations.

In addition to this, vibration monitoring has been undertaken in accordance with the following requirements:

- Attended vibration measurements will be undertaken at the commencement of vibration generating activities located in close proximity to sensitive receivers to confirm that vibration levels are within the acceptable range to prevent cosmetic building damage.
- Trial vibration testing will be undertaken as required, prior to undertaking any high vibration activities. Trials would be undertaken in non-sensitive areas and at a range of distances from the source. The results of the trial monitoring would be compared against predicted vibration levels and the potential for impact refined, if deemed appropriate.
- Testing for both structural damage and human comfort where either the 'safe working distances' cannot be complied with or vibration levels are predicted to be greater than the maximum values for human comfort as a result of works
- As required by a CNVIS
- As required by the CoA and EPL.
- In response to complaints in accordance with the requirements of the CoA and EPL.

Vibration monitoring has been carried out at Fifteen (15) EIS specified sites and eighteen (18) additional sites during the reporting period (Figure 3).

#### Structural Monitoring

All monitored events were found to be within the acceptable range, as per the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage), to prevent cosmetic building damage.

#### Human Comfort Monitoring

Vibration testing undertaken to determine compliance with human comfort levels (HCL) during works found eighteen (18) potential exceedances of the human comfort criteria for residential dwellings, these are listed in Table 3-4. However, these events cannot conclusively be called exceedances of human comfort levels for the following reasons:

- The closest residential residences were largely a significant distance from the works, it cannot be assumed that the measurements represent the internal vibratory environment of the closest residence.
- The equipment being used during these works were largely non-vibratory, therefore outside factors have likely contributed to these readings.
- In nine (9) cases no works were occurring at the time of monitoring- these have not been included in Table 3-4 as they were not construction related.

In this reporting period no complaints were received from sensitive receivers regarding vibration. As such no additional mitigation measures were required to be implemented. Vibration monitoring results are regularly discussed with the EPA, in which they have not raised any concerns to date.



Figure 3: Vibration Monitoring Locations



Table 3-4: Recorded exceedances of human comfort levels

DATE ON	DATE OFF	CLOSEST RESIDENTIAL ADDRESS	MONITORING LOCATION	EQUIPMENT	ACTIVITY UNDERTAKEN	DISTANCE FROM WORKS TO RESIDENCE	MONITORING DISTANCE TO WORKS	LONGITUDE EVDV (MM/S) <sup>-1.75</sup>	TRANSVERSE EVDV (MM/S) <sup>-1.75</sup>	VERTICAL EVDV (MM/S) <sup>-1.75</sup>	COMPLIANT WITH RELEVANT CRITERIA (0.2MM/S)	COMMENTS ON COMPLIANCE
22/01/20	22/01/20	558 Wards Lane Goonumbla	EIS Location 12	Grader, small truck	Landscaping, spreading topsoil, clean up	1.5km	20m	0.517	0.286	0.111	No	At over 1km from the closest residential receiver there would be no exceedance of HCL.
24/01/20	24/01/20	34 Mingelo Road, Peak Hill	34 Mingelo Road, Peak Hill	2 x high rail excavator	Clipping	50m	50m	0.258	0.620	0.150	No	Equipment being used is non-vibratory and unlikely to be the cause of the exceedance.
30/01/20	30/01/20	503 Nanardine Ln Parkes	EIS Location 13	Grader and 2x Water Tanker	Trimming embankment	50m	10m	1.242	0.513	0.168	No	Equipment being used is non-vibratory and unlikely the cause of the exceedance.
4/02/20	4/02/20	2410 Peak Hill Railway Road	Tomingley Silos	Stabiliser, grader, excavator	Stabilising/earth works	400m	15m	0.315	0.345	0.157	No	At 400m from the closest residential receiver there would be no exceedance of HCL.
4/02/20	4/02/20	467 Whitton Park Road	467 Whitton Park Road	Cable pump and LVs	Cable pulling	10m	10m	0.337	0.242	0.205	No	Monitoring location is directly adjacent to on public road and non-vibratory equipment being used.
6/02/20	6/02/20	1319 Mickibri Road, Peak Hill	EIS Location 10	High rail excavator	LX works	1.5km	30m	0.265	0.403	0.261	No	At over 1km from the closest residential receiver there would be no exceedance of HCL.
20/02/20	20/02/20	503 Nanardine Ln Parkes	EIS Location 13	Grader, moxy x 3	Trimming, earthworks	50m	50m	0.510	0.495	0.211	No	Frequent passing's of grader and moxy's within 10m of the monitor. Non-vibratory equipment being used.
20/02/20	20/02/20	679 Back Trundle Road	EIS Location 15	Grader, moxy x 3	Earthworks	350m	50m	0.178	0.182	0.217	No	Frequent passing's of grader and moxy's within 10m of the monitor. At 350m from the nearest resident there would be no exceedance of HCL's.
27/02/20	27/02/20	144 Brolgan Road	EIS Location V01 (450km)	Grader, 2x concrete truck & 1x concrete pump	Concrete pour	500m	10m	0.173	0.137	0.289	No	Frequent passing's of concrete trucks and pump within 10m of the monitor. At 500m from the nearest resident there would be no exceedance of HCL's.
17/03/20	17/03/20	Mickibri Road, Alectown	EIS Location 11	Excavator x 2, grader	Landscaping prep	500m	500m	0.532	0.170	0.325	No	At 500m from the nearest resident there would be no exceedance of HCL's. Non-vibratory equipment being used.
19/03/20	19/03/20	503 Nanardine Ln Parkes	EIS Location 13	Semi-trailer x3, excavator, water cart, LV	Rail works - ballast load/placing	200m	200m	0.171	0.200	0.204	No	At 200m from the nearest resident there would be no exceedance of HCL's. Non-vibratory equipment being used.
20/03/20	20/03/20	Lone Pine 2410 Peak Hill Railway Rd, Tomingley	Lone Pine 2410 Peak Hill Railway Rd, Tomingley	Front end loader x2, ballast delivery trucks	Loading/unloading sleepers, dragging rail	30m	30m	0.251	0.134	0.254	No	This equipment and activity is non-vibratory and is unlikely to be the cause of the exceedance.
21/04/20	21/04/20	60 Trewilga Rd	EIS Location 9	Excavators, moxys, truck & dogs	Rock apron installation	50m	50m	0.258	0.279	0.105	No	Truck and dogs, as well as other cars on public road came within 5m of monitoring location as they drove past on Trewilga Rd. High VDV likely to have been caused by close proximity of monitoring location to Trewilga Rd traffic. The dwelling has not been occupied since December 2019.

DATE ON	DATE OFF	CLOSEST RESIDENTIAL ADDRESS	MONITORING LOCATION	EQUIPMENT	ACTIVITY UNDERTAKEN	DISTANCE FROM WORKS TO RESIDENCE	MONITORING DISTANCE TO WORKS	LONGITUDE EVDV (MM/S) <sup>-1.75</sup>	TRANSVERSE EVDV (MM/S) <sup>-1.75</sup>	VERTICAL EVDV (MM/S) <sup>-1.75</sup>	COMPLIANT WITH RELEVANT CRITERIA (0.2MM/S)	COMMENTS ON COMPLIANCE
27/04/20	27/04/20	132 Brolgan Road	EIS 16 - Goobang Junction, Parkes approx. Ch. 449km	Roller	Proof roll	400m	10m	0.423	0.427	0.602	No	Roller operating within 10m of monitoring location. At 400m from the nearest resident there would be no exceedance of HCL's.
5/05/20	5/05/20	60 Trewilga Rd	EIS Location 9	Excavator, moxy	Rock apron installation	200m	200m	0.219	0.320	0.098	No	Traffic on Trewilga Rd came within 5m of monitoring location, interfering with vibration monitoring of construction works. Equipment being used is non-vibratory and unlikely to lead to these levels. The dwelling has not been occupied since December 2019.
22/05/20	22/05/20	144 Brolgan Road	EIS Location V01 (450km)	Vac truck	Vac truck signalling underneath LX	500m	50m	0.186	0.108	0.226	No	Monitoring location was close to the road and another industrial lot where shipping containers were being loaded and unloaded. At 500m from the nearest resident there would be no exceedance of HCL's.
6/06/20	6/06/20	60 Trewilga Road	EIS Location 6	Excavator& mini tipper	Cutting drains	120m	100m	0.237	0.366	0.150	No	At 120m from the closest residential receiver there would be no exceedance of HCL. Additionally, cars/trucks driving within 10m of monitoring location on public road and non-vibratory equipment being used.
20/06/20	20/06/20	Residents on Attwells Ln	192 Whitton Park Rd, Peak Hill	Excavator	Surface drains	Minimum 115m	50m	0.202	0.348	0.199	No	At 115m from the closest residential receiver there would be no exceedance of HCL. Additionally, cars/trucks driving within 10m of monitoring location on public road and non-vibratory equipment being used.



## 3.2 Soil and water monitoring program: results summary and analysis

### 3.2.1 Surface water monitoring

The Soil and Water Management Plan (SWMP) identified that due to the ephemeral nature of all watercourses within the CIZ, it is not possible to implement a routine monitoring program for surface water monitoring during construction. Instead, an opportunistic event-based sampling program has been undertaken. The monitoring schedule for surface water is required by the SWMP to take place immediately after a rain event of 10mm or greater (within 24 hours) and / or when the surface waters are in flow.

The monitoring will be undertaken at an upstream and downstream point at a minimum in close proximity the boundaries of the CIZ.

Monitoring Locations identified in the SWMP are:

- Un-named watercourse (Chainage 455.180km)
- Un-named watercourse (Chainage 461.170km)
- Un-named watercourse (Chainage 472.040km)
- Un-named watercourse (Chainage 478.270km)
- Un-named watercourse (Chainage 517.430km)
- Un-named Watercourse (Chainage 518.550km)
- Backwater Cowal
- Yellow Creek
- Bulldog Creek
- Stanfords Creek
- Barrabadeen Creek
- Gundong Creek
- Tomingley Creek
- Burrill Creek
- Ten Mile Creek
- Bradys Cowal

During the reporting period monitoring of Yellow Creek, Bulldog Creek, Tomingley Creek, un-named Waterway (chainage 461.17km) Burrill Creek, Ten Mile Creek and Brady's Cowal was carried out after rainfall events. A risk-based approach was undertaken for monitoring which identified the Macquarie and Lachlan Rivers as no longer being applicable owing to their significant distance from the CIZ. This was discussed and endorsed by the ER and updated within the Soil and Water Management Plan.

The SWMP identified that a difference between a downstream and upstream water parameter greater than 20% will be reviewed, and if the review finds that the exceedance is a result of construction the event will be considered reportable. In some instances, midstream measurements were used to supplement downstream levels when downstream sections were inaccessible.

The parameters required for surface water monitoring are as follows:

- pH
- Salinity
- Turbidity
- Dissolved Oxygen
- Oil and Grease (visual)

- Potential Contaminants of Concern (if contaminants encountered and are deemed to impact on surface water for extended periods including routine monitoring).

During the reporting period, thirty monitoring events were undertaken after a rain event of greater than 10mm. Six of the thirty monitoring events indicated a parameter difference greater than 20% of the upstream results. Of these six exceedances, four monitoring events experienced a rainfall events greater than the design criteria for the project's erosion and sediment controls. Full water quality monitoring results are listed within Appendix E.

The first exceedance was recorded at Yellow Creek on the 28<sup>th</sup> January 2020 which identified by the downstream turbidity and dissolved oxygen levels being greater than 20%. The exceedance was determined not to be reportable as turbid water was observed originally coming onto site and the, increases downstream may have been due to vehicular traffic driving through the western side of the culvert, which created a minimal impact in the pooling water. Low dissolved oxygen and slightly elevated pH levels were observed upstream. Low dissolved oxygen downstream may have been caused by the pooling water becoming stagnant.

Monitoring that occurred on the 10<sup>th</sup> of February 2020 at Bulldog creek identified a decrease in the dissolved oxygen levels downstream. The exceedance was not deemed reportable as there was no evidence that construction works was the cause of the decrease, as there were no works being undertaken within the vicinity during this time resulting in a change of the water quality. All other water quality monitoring results were within the surface water monitoring parameters.

On the 6<sup>th</sup> March 2020 the water quality results midstream at Tomingley Creek showed a greater than 20% decrease of dissolved oxygen however it then increases as it passed through the RFDs downstream. Despite the rainfall event exceeding the design criteria of the project's erosion and sediment controls, the downstream water quality was not greater than 20% of the upstream quality.

Monitoring carried out after the 36-51mm rain event at Yellow Creek identified change within the dissolved oxygen levels mid and downstream. The percent saturation midstream decreased by 21.5% from the upstream levels however then increased by 40.8% downstream. Similarly, to Tomingley Creek the dissolved oxygen may have increased downstream due to the water movement through the erosion and sediment controls (e.g. RFDs).

Monitoring that took place on the 1/05/2020 at Burrill Creek after 52mm of rain over 48 hours, showed a 27.2% difference between upstream and downstream turbidity levels. With downstream levels of turbidity higher than those upstream. The higher levels can be attributed to peak flows through the site, and rainfall event exceeding the design criteria for erosion and sediment controls. It is also noted that final landscaping had been completed within the area at the time of the rain event.

Monitoring carried out at Burrill Creek after 36mm of rain on the 14/06/2020 indicated an increase of greater than 20% of the dissolved oxygen midstream. The increase of the dissolved oxygen may have resulted from the water passing through the final scour protection. Additionally, this event showed the water upstream was significantly more turbid than that water midstream. pH levels were observed being greater than the ANZECC guidelines however was not greater than 20% of the upstream water quality. It is unknown as to the cause of the elevated pH as there was no evidence of concrete works occurring within the vicinity or any other activity which may have changed the pH of the water.

Water quality monitoring results are regularly discussed with the EPA, in which they have not raised any concerns.

### 3.2.2 Water use for construction

The SWMP laid out monitoring requirements for construction water from surface and ground water sources as well as for recycled water. Measurements of the following parameters apply:

- pH
- Salinity
- Turbidity
- Dissolved Oxygen
- Oil and Grease (visual)
- Volume used per day against source location (Groundwater only)
- Potential contaminants of concern (if contaminants encountered and are deemed to impact on surface water for extended period include routine monitoring)
- Entitlement details (Groundwater only)

During the reporting period INLink utilised four water source locations for the project, which are identified within Table 3-5.

The results of monitoring undertaken for these water sources during construction is detailed in Appendix E.

**Table 3-5: Inland Rail - Parkes to Narramine Project Water Sources**

WATER SOURCE LOCATION	TYPE	LICENCE	ACTIVITIES
Peak Hill Water Main	Potable	Parkes Shire Council	Dust suppression, structural fill, general fill, formation treatment
Parkes Water Main	Potable	Parkes Shire Council	Dust suppression, structural fill, general fill, formation treatment
Simon Hutchinson	Non-potable (Groundwater)	WAL 11606 WAL15045	Dust suppression, structural fill, general fill, formation treatment
Brolgan Road Main	Potable	Parkes Shire Council	Dust suppression, structural fill, general fill, formation treatment

### 3.2.3 Water discharge

No water has been discharged to the environment for the period between 20 December 2019 and 30 June 2020. Minor pooling of water on site following a rain event was able to be reused as dust suppression or construction water (e.g. landscaping).

## 3.3 Air quality monitoring program: results summary and analysis

Construction air quality monitoring has been undertaken for the project generally in accordance with the Air Quality Management Plan (AQMP).

The AQMP requires dust deposition monitoring to be undertaken monthly when construction is active in the vicinity of the monitoring location. Dust deposition monitoring was carried out at eleven places adjacent to the alignment. Monitoring has been carried out where construction is active in the vicinity of the monitoring locations in accordance with the Air Quality Management Plan; and where complaints have been received. Exact locations are shown in Figure 6 and Figure 8.

There have been several significant environmental factors that have affected the air quality monitoring program in this reporting period. Generally, the drought conditions that have been prevalent until February

2020 have negatively contributed to increasing impacts from dust storms and bush fires. Environmental events that have potentially impacted the air quality monitoring results are listed in Table 3-6. Figure 4 and Figure 5 provides examples of some of the dust storm events that have been a relatively common occurrence throughout the region during the initial months of reporting period.

Table 3-6: Environmental factors affecting air quality monitoring

EXTERNAL FACTOR	LOCATION AFFECTED	DATE
Dust storm	Site wide.	13/01/2020
Dust Storm	Site wide.	19/01/2020
Dust Storm	Site wide.	23/01/2020
Dust Storm	Site wide.	26/01/2020
Dust Storm	Site wide.	26/02/2020



Figure 4: Dust storm Peak Hill on 23<sup>rd</sup> January 2020



Figure 5: Dust storm Section A3.1 on 23rd January 2020

### 3.3.1 Dust Trak Monitoring

The EIS and subsequently the Air Quality Management Plan identified the need to monitor total suspended particulate matter in the form of airborne particulate matter (PM<sub>10</sub>) and fine particle emissions (PM<sub>2.5</sub>).

Owing to the transient nature of construction during the project the AQMP concluded that an assessment period of 24 hours for PM<sub>10</sub> would be considered most appropriate for assessment of any impacts.

#### Results of DustTrak monitoring:

During construction monitoring:

- There were five (5) recorded exceedances of standard PM<sub>2.5</sub> levels (0.025mg/m<sup>3</sup>) that may have been attributed to construction during monitoring across all locations
- There were four (4) recorded exceedances of standard PM<sub>10</sub> levels (0.05mg/m<sup>3</sup>) that may have been attributed to construction during monitoring across all locations.

Monitoring was undertaken across several locations; these are noted in Appendix C as “compliance check”.

All exceedances of PM<sub>2.5</sub> and PM<sub>10</sub> levels were largely as a result of the especially dry and windy conditions occurring at the beginning of 2020. There were a number of recorded exceedances that were determined to not be construction related. These exceedances were attributed to external factors including smoke from bushfires, high winds, drought, dust storms and agricultural activities from nearby properties. Complete results of DustTrak monitoring are attached as Appendix C. During the reporting period, several Air Quality Alerts were issued by the Department of Planning, Industry and Environment for the Central Tablelands for PM<sub>2.5</sub> exceedances.



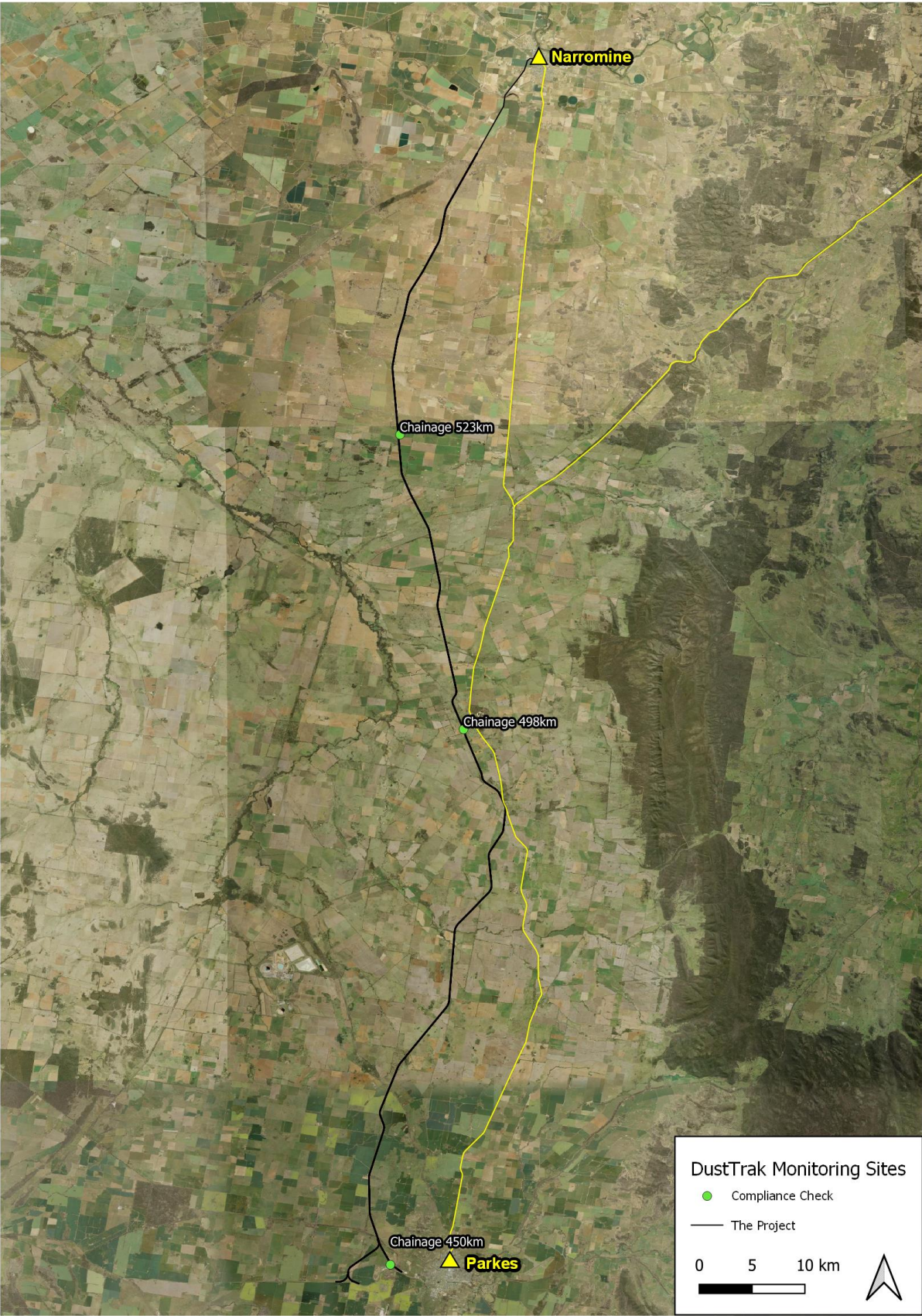


Figure 6: DustTrak Monitoring Locations

### 3.3.2 Dust Deposition Monitoring

The EIS and subsequently the Air Quality Management Plan identified the need to monitor dust deposition during the project. Dust deposition is usually assessed against monthly criteria and may be applicable in instances where construction activities are undertaken continuously at a site within the project area for greater than one month.

Dust deposition monitoring has been undertaken for the project over eleven sites in total. The AQMP designated the location of sites 1-9, while sites 10 and 11 were positioned in the road reserve for background monitoring. Figure 8 shows the locations of these monitoring sites. These locations were selected due to their proximity to both construction works and sensitive receivers. The monitoring of dust deposition is dependent on the construction program, with monitoring only required to be completed at these locations while construction is active in the vicinity. Figure 7 indicates the results of dust deposition monitoring over the monitoring period.

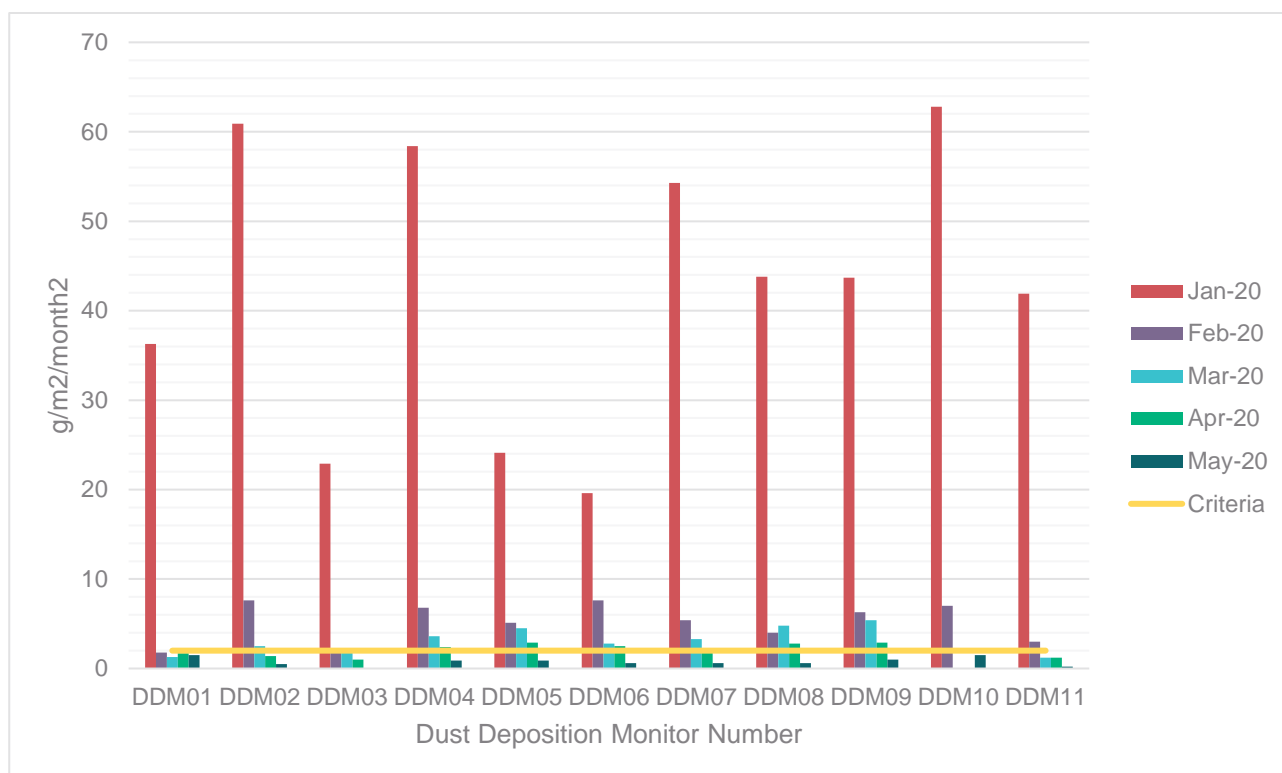


Figure 7: Average monthly dust gathered at monitoring locations

Exceedances that occurred during the monitoring period in January and February cannot be attributed solely to construction activity. Many sections of the project were stabilised as landscaping works commenced within January 2020. Landscaping was completed within Section A1.1 (Goonumbla to Mickibri) and Section A3.1 (Peak Hill to Tomingley), was being undertaken within A1.2 (Mickibri to Peak Hill) during the monitoring period. Environmental factors likely contributed to the elevated dust levels seen across most monitoring sites as there were five site wide dust storms and significant state-wide bushfires during this period. The minor exceedances that occurred in March are also likely to be a result of the prevailing environmental conditions as opposed to construction activities.

Detailed results and comments on exceedances are recorded in Appendix D.





Figure 8: Dust Deposition Monitoring Locations



### 3.4 Sustainability

The P2N package is targeting an As Built ISCA score of **excellent** and is on track to meet project schedule.

## 4 Compliance Status Summary- ARTC

As required by CoA A22, the Compliance Tracking Program was developed prior to the commencement of construction to assist in the monitoring of compliance. The compliance tables outlined in Appendix A, are used to track compliance throughout and will be updated regularly and included in each six-monthly construction compliance report. Table 4-1 outlines the compliance status descriptors used the tables included in Appendix A. Where the compliance status is ongoing, the table will include a statement to that effect. Table 4-2 outlines potential non-compliances reported to DPIE, in accordance with CoA A29 within the current reporting period (20<sup>th</sup> December 2019- 30<sup>th</sup> June 2020).

Table 4-1 Compliance status descriptors

STATUS	DESCRIPTION
<b>Compliant</b>	The proponent has collected sufficient verifiable evidence to demonstrate that all elements of the requirement have been complied with.
<b>Non-compliant</b>	The proponent has identified a non-compliance with one or more elements of the requirement.
<b>Not triggered</b>	A requirement has an activation or timing trigger that has not been met at the phase of the development when the compliance assessment is undertaken, therefore an assessment of compliance is not relevant.

Table 4-2 Potential non-compliances reported to DPIE in accordance with CoA A29

PROPONENT BECAME AWARE	DATE NOTIFIED	Relevant CoA	DESCRIPTION
15/04/2020	21/04/2020	A29, C18	<p>Condition C18 of the Parkes to Narromine Conditions of Approval requires that the Project submits a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program to the Secretary, relevant government agencies and Councils.</p> <p>The Project has submitted two Construction Monitoring Reports, which were combined with the Construction Compliance Report to the Secretary for the Project (submission dates 25th September 2019 and 18th February 2020).</p> <p>However, the Construction Monitoring Reports were not provided to relevant government agencies and councils.</p>

## 5 Independent Environmental Audits – ARTC

The second independent environmental audit was carried out during the current reporting period (20<sup>th</sup> December 2019 to 30 June 2020) in accordance with CoA A34 and A35.

The independent environment audit team remained consistent between the first and second independent environmental audits. Prior to the first audit, ARTC Inland Rail notified the Department that a suitably qualified, experienced and independent team had been engaged to undertake the environmental audit. The independent audit team were engaged from NGH environmental and included Erwin Buddle and Michial Sutherland.

The second independent environmental audit was undertaken using a combined desktop and site-based approach and was conducted across 12<sup>th</sup>-13<sup>th</sup> May 2020. The scope of the audit was proposed by the independent audit team and was generally in accordance with Section 3.3 of the Independent Audit Post Approval Requirements (June 2018). The scope of the environmental audit in general included:

- Conditions of consent applicable to the construction phase of the project;
- All post approval documents required by the conditions of consent (e.g. EMPs);

- All environmental licences and approvals applicable to the development (excluding EPL);
- An assessment of the environmental performance of the development;
- A high-level review of the project's EMS; and
- A high-level assessment of whether Environmental Management Plans and Sub-plans are adequate.

No non-compliances or associated recommendations were raised during the independent environmental audit. One opportunity for improvement was identified by the independent auditors, which is outlined in Table 5-1, below.

**Table 5-1 Response to opportunity for improvement contained within the Independent Environmental Audit Report**

COA	AUDIT OPPORTUNITY FOR IMPROVEMENT	RESPONSE
E19	It is recommended the auditee consults with DPIE about modifying Condition E19 to reflect the agreement to offset using BAM credits	ARTC will organise meeting with the Department of Agriculture, Water and the Environment (DAWE) and DPIE to discuss.

ARTC Inland Rail received a letter from DPIE on 3<sup>rd</sup> August 2020 stating that “the Department considers that the Independent Environmental Audit report generally satisfies the reporting requirements of the consent”.

## 6 Incidents Notified to The Department- ARTC

In accordance with CoA A36 to A39, incidents which cause or threaten to cause material harm to the environment, community or health and safety will be notified to the Environment Protection Authority (EPA) and Secretary. Two potential material harm incidents were reported in accordance with CoA A36 to A39 during the reporting period (20<sup>th</sup> December 2019- 30<sup>th</sup> June 2020). Refer to Table 6-1, below.

**Table 6-1 Potential incidents reported to DPIE in accordance with CoA A36- A39**

DATE EVENT	DATE NOTIFIED	RELEVANT COA	DESCRIPTION
Sometime between 1pm Saturday 29 <sup>th</sup> February and 7am Monday 2 <sup>nd</sup> March 2020	4/03/2020	A36, A37 and A39	<p>Incident occurred within the rail corridor at Alectown West. A seal in the diesel filter ruptured which resulted in 100L being spilt to ground. The spill has been managed through applying bioremediation, excavating contaminated material and placing within a lined (and sealed) cell, bunding the area and placing plastic over the rail.</p> <p>ARTC was advised by INLink at 12:22 pm via Aconex on 4<sup>th</sup> March 2020 of the incident and that verbal notification had been given to the EPA via the Environment Line at 11:45 am (EPA reference number C03448-2020) in accordance with Condition R2.1 of Environment Protection Licence 21138 and as required under the <i>Protection of the Environment Operations Act 1997</i>.</p>
13/06/2020	14/06/2020	E39	<p>At 5:38pm on 13<sup>th</sup> June 2020, ARTC was advised by INLink via Aconex of the below notification via the NSW EPA Environment Line service. The event was notified at 4:49pm (EPA reference number EPA-110124) in accordance with Condition R2.1 of Environment Protection Licence 21138 (EPL) and as required under the <i>Protection of the Environment Operations Act 1997</i>.</p> <p>The following details were provided to the EPA via the Environment Line service:</p> <p>The pollution event was confirmed at 9am on 13<sup>th</sup> June 2020 by surveyors on site. An estimation of 50m<sup>3</sup> of soil material left the EPL Premise Boundary into a neighbouring property north of Henry Parkes Way Level Crossing. The Landholder has been notified. The Project's EPA Officer (based in Dubbo) had also been notified.</p>

DATE EVENT	DATE NOTIFIED	RELEVANT COA	DESCRIPTION
			Following further review onsite, the amount of soil material that left the EPL Premise Boundary was determined to be considerably less than the amount initially reported via the Environment Line and was determined to be approximately 5m <sup>3</sup> .

## 7 Complaints

### 7.1 Project Related Complaints summary

The Project received a total of 57 complaints related to the operation and general project related issues during the reporting period.

All of the project complaints including responses and mitigation measures for the reporting period are detailed within Appendix F. Of the 57 complaints attributed to the Project during the reporting period, the three most frequent complaint issues were water/ drainage, dust and vehicle behaviour.

### 7.2 Proposed strategies

To manage some complaints, particularly in relation to dust, water and traffic issues, the Project has developed several strategies to assist in mitigating these impacts to the community.

The following dust suppressions strategies have been implemented to manage dust complaints, while minimising water use in drought conditions:

- Regular surveillance and identification of problematic dust areas
- Collaboration with relevant Councils' and other stakeholders to provide other alternative water sources (non-potable water, where possible)
- Restricting watering activities for dust management to areas adjacent to sensitive receivers
- Weather monitoring and ceasing of activities in the vicinity of sensitive receivers when weather conditions increase the risk of dust generation
- Speed reduction and signage at targeted high-risk areas in close proximity to sensitive receivers
- Use of soil binders/ polymers, plus any mulch available across site including at compounds
- Undertaking and completing landscaping

Additionally, the Traffic, Transport and Access Management Plan has been updated to reflect current project conditions, while vehicle behaviour has been tool-boxed and is being closely monitored. Traffic Controls Plans (TCPs) have been implemented to reduce the speeds along certain roads where issues were identified.

Issues associated with fencing have been identified at pre-start meetings where appropriate to help prevent future problems surrounding livestock and crops.

The Project will continue to consider and develop strategies to further mitigate impacts to the community.



## Appendix A Compliance Table

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
<b>Part A- Administrative Conditions</b>				
<b>General</b>				
<b>A1</b>	The CSSI must be carried out in accordance with the terms of this approval and generally in accordance with the description of the CSSI in the Inland Rail – Parkes to Narromine Environmental Impact Statement, Volumes 1-6 (prepared by GHD and dated June 2017) and the Inland Rail – Parkes to Narromine Submissions Report (ARTC, dated February 2018).	Construction Operation	<b>Compliant - Ongoing</b>	The CSSI is generally being carried out in accordance with the terms of this approval. Eighteen (18) consistency assessments had been completed until the end of the reporting period as part of the project and all have been deemed consistent. A list of Consistency Assessments is provided in Section 2.3 of this report.
<b>A2</b>	The CSSI must be carried out generally in accordance with all procedures, commitments, preventative actions, performance criteria and mitigation measures set out in the EIS as amended by the Submissions Report unless otherwise specified in, or required under, this approval.	Construction Operation	<b>Compliant - Ongoing</b>	The CSSI is generally being carried out in accordance with the EIS and Submissions Report.
<b>A3</b>	In the event of an inconsistency between the EIS as amended by the Submissions Report or any other document required under this approval, and a term of this approval, the term of this approval prevails to the extent of the inconsistency.	-	<b>Compliant - Ongoing</b>	Noted
	<b>Note: For the purpose of this condition, there will be an inconsistency between a term of this approval and any document if it is not possible to comply with both the term and the document.</b>			
<b>A4</b>	The Proponent must comply with all requirements of the Secretary in relation to:			
<b>a)</b>	the environmental performance of the CSSI;	Construction Operation	<b>Compliant - Ongoing</b>	Refer to detailed explanation in conditions outlined in this table.
<b>b)</b>	any document or correspondence under the terms of this approval in relation to the CSSI;	Construction Operation	<b>Compliant - Ongoing</b>	Refer to detailed explanation in conditions outlined in this table.
<b>c)</b>	any notification given to the Secretary under the terms of this approval;	Construction Operation	<b>Compliant - Ongoing</b>	Refer to detailed explanation in conditions outlined in this table.
<b>d)</b>	any audit of the construction or operation of the CSSI;	Construction Operation	<b>Compliant - Ongoing</b>	Refer to detailed explanation in conditions outlined in this table.
<b>e)</b>	compliance with the terms of this approval (including anything required to be done under this approval);	Construction Operation	<b>Compliant - Ongoing</b>	Refer to detailed explanation in conditions outlined in this table.
<b>f)</b>	the carrying out of any additional monitoring or mitigation measures; and	Construction Operation	<b>Compliant - Ongoing</b>	Refer to detailed explanation in conditions outlined in this table.
<b>g)</b>	in respect of ongoing monitoring and management obligations, compliance with an updated or revised version of a guideline, protocol, Australian Standard or policy required to be complied with under this approval.	Construction Operation	<b>Compliant - Ongoing</b>	Refer to detailed explanation in conditions outlined in this table.
<b>A5</b>	Where the terms of this approval require a document to be prepared or a review to be undertaken in consultation with identified parties, consultation must be carried out in accordance with the Communications Strategy required by Condition B1. Evidence of the consultation undertaken must be submitted to the Secretary with the document. The evidence must include:	Construction Operation	<b>Compliant - Ongoing</b>	Refer to detailed explanation in conditions outlined in this table.
<b>a)</b>	documentation of the engagement with the party(ies) identified in the condition of approval that has occurred prior to submitting the document for approval;	Construction	<b>Compliant - Ongoing</b>	Refer to detailed explanation in conditions outlined in this table.
<b>b)</b>	log of the points of engagement or attempted engagement with the identified party(ies) and a summary of the issues raised by them;	Construction	<b>Compliant - Ongoing</b>	Refer to detailed explanation in conditions outlined in this table.
<b>c)</b>	documentation of the follow-up with the identified party(ies) where feedback has not been provided to confirm that they have none or have failed to provide feedback after repeated requests;	Construction	<b>Compliant - Ongoing</b>	Refer to detailed explanation in conditions outlined in this table.
<b>d)</b>	outline of the issues raised by the identified party(ies) and how they have been addressed; and	Construction	<b>Compliant - Ongoing</b>	Refer to detailed explanation in conditions outlined in this table.

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
e)	a description of the outstanding issues raised by the identified party(ies) and the reasons why they have not been addressed.	Construction	Compliant - Ongoing	Refer to detailed explanation in conditions outlined in this table.
A6	Where the terms of approval provide for Secretarial discretion (for example in relation to the timing of an action), the Proponent must provide supporting evidence so that the Secretary can consider the need, environmental impacts and consistency of any request. <i>Note: Inaction and/or expedience will not be supported as justifications for need unless it can be demonstrated that there are beneficial environmental impacts associated with the request.</i>	Construction Operation	Compliant - Ongoing	Noted
A7	Any document that must be submitted, or approval that must be obtained, within a timeframe specified in or under the conditions of this approval may be submitted within a later timeframe agreed with the Secretary. The Proponent must seek the Secretary’s agreement at least 14 days before the date on which the document is required to be submitted, or approval must be obtained. This condition does not apply to the immediate written notification required in respect of an incident under Condition A36.	Pre-construction Construction Operation	Compliant - Ongoing	Noted
A8	This approval lapses five (5) years after the date on which it is granted, unless works for the purpose of the CSSI are physically commenced on or before that date.	-	Compliant - Ongoing	Construction commenced on the 18 February 2019.
A9	The Proponent is responsible for any breaches of the conditions of this approval resulting from the actions of all persons that it invites onto any site, including contractors, sub-contractors and visitors.	Construction Operation	Compliant - Ongoing	Noted
Staging				
A10	The CSSI may be constructed and operated in stages. Where staged construction or operation is proposed, a Staging Report (for either or both construction and operation as the case requires) must be prepared and submitted to the Secretary for information. The Staging Report must be submitted to the Secretary no later than one (1) month prior to the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one (1) month prior to the commencement of operation of the first of the proposed stages of operation).	Pre-construction	Compliant - Ongoing	An operational staging report has been prepared and submitted to DPIE on 15/08/2019 for the staged operations of North-west Link  The operational staging report will be updated prior to the resumption of existing operations on the Parkes to Narromine line. This will be reported in the next construction compliance report reporting period.
A11	The Staging Report must:			
a)	if staged construction is proposed, set out how the construction of the whole of the CSSI will be staged, including details of work and other activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish;	Pre-construction	Compliant - Ongoing	
b)	if staged operation is proposed, set out how the operation of the whole of the CSSI will be staged, including general details of work and other activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant);	Pre-construction	Compliant - Ongoing	
c)	specify how compliance conditions will be achieved across and between each of the stages of the CSSI; and	Pre-construction	Compliant - Ongoing	
d)	set out mechanisms for managing any cumulative impacts arising from the proposed staging.	Pre-construction	Compliant - Ongoing	
A12	The CSSI must be staged in accordance with the Staging Report, as submitted to the Secretary.	Pre-construction	Compliant - Ongoing	
A13	Where staging is proposed, the terms of this approval that apply or are relevant to the works or activities to be carried out in a specific stage must be complied with at the relevant time for that stage.	Pre-construction	Compliant - Ongoing	
A14	Where changes are proposed to the staging of construction or operation, a revised Staging Report must be prepared and submitted to the Secretary for information no later than one (1) month prior to the proposed change in the staging.	Pre-construction	Compliant - Ongoing	
Environment Representative				



No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
A15	Works must not commence until an Environment Representative (ER) has been approved by the Secretary and engaged by the Proponent.	Pre-construction	Compliant	The Environmental Representative (ER) was approved by the Secretary on 5th July 2018.
A16	The Secretary's approval of an ER must be sought no later than one (1) month before the commencement of works.	Pre-construction	Compliant	
A17	The proposed ER must be a suitably qualified and experienced person who was not involved in the preparation of the EIS or Submissions Report and is independent from the design and construction personnel for the CSSI.	Pre-construction	Compliant	
A18	The Proponent may engage more than one ER for the CSSI, in which case the functions to be exercised by an ER under the terms of this approval may be carried out by any ER that is approved by the Secretary for the purposes of the CSSI.	Pre-construction	Compliant	
A19	For the duration of the works until the completion of construction, the approved ER must:			
a)	receive and respond to communication from the Secretary in relation to the environmental performance of the CSSI;	Construction	Compliant - Ongoing	Correspondence with the Secretary has not been required thus far on the Project
b)	consider and inform the Secretary on matters specified in the terms of this approval;	Construction	Compliant - Ongoing	Correspondence with the Secretary has not been required thus far on the Project
c)	consider and recommend to the Proponent any improvements that may be made to work practices to avoid or minimise adverse impact to the environment and to the community;	Construction	Compliant - Ongoing	Fortnightly site inspections (or otherwise agreed) are carried out with the ER. The ER issues a report at the completion of the inspection recommending improvements to work practices
d)	review documents identified in Conditions in Conditions C1, C4 and C12 and any other documents that are identified by the Secretary, to ensure they are consistent with requirements in or under this approval and if so:	Construction	Compliant	Refer to C1, C4 and C12 for details.
	i) make a written statement to this effect before submission of such documents to the Secretary (if those documents are required to be approved by the Secretary); or	Construction	Compliant	Refer to C1, C4 and C12 for details.
	ii) make a written statement to this effect before the implementation of such documents (if those documents are required to be submitted to the Secretary / Department for information or are not required to be submitted to the Secretary/Department);	Construction	Compliant	Refer to C1, C4 and C12 for details.
e)	regularly monitor the implementation of the documents listed in Conditions C1, C4 and C12 to ensure implementation is being carried out in accordance with the document and the terms of this approval;	Construction	Compliant - Ongoing	Refer to C1, C4 and C12 for details.
f)	as may be requested by the Secretary, help plan, attend or undertake audits of the development commissioned by the Department including scoping audits, programming audits, briefings and site visits, but not independent environmental audits required under Condition A32 of this approval;	Construction	Not Triggered	
g)	as may be requested by the Secretary, assist the Department in the resolution of community complaints;	Construction	Not Triggered	
h)	assess the impacts of minor ancillary facilities comprising lunch sheds, office sheds, material lay down sites, areas used to assemble culverts and turnouts, and portable toilet facilities as required by Condition C21 of this approval;	Construction	Compliant - Ongoing	Refer to C21.
i)	prepare and submit to the Secretary and other relevant regulatory agencies, for information, an Environmental Representative Monthly Report providing the information set out in the <i>Environmental Representative Protocol</i> 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; and	Construction	Compliant - Ongoing	Monthly reports are submitted by the ER within seven calendar days of the end of the month.
j)	consider any minor amendments to be made to the CEMP, CEMP Sub-plans and monitoring programs that comprise updating or are of an administrative nature and are consistent with the terms of this approval and the CEMP, CEMP Sub-plans and monitoring programs approved by the Secretary and, if satisfied such amendment is necessary, approve the amendment. This does not include any modifications to the terms of this approval;	Construction	Compliant	The CEMP has undergone two six-month reviews and the sub-plans have undergone their annual review. Additionally, ad-hoc reviews of sub-plans have been undertaken in consultation and with the endorsement of the ER.



No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
<b>A20</b>	The Proponent must provide the ER with all documentation requested by the ER in order for the ER to perform their functions specified in Condition A19 (including preparation of the ER monthly report), as well as:	Construction	Compliant - Ongoing	The complaints register is provided to the ER weekly. All consistency assessments are provided to the ER prior to works commencing. All information requested by the ER during inspections is provided in a timely manner.
<b>a)</b>	the complaints register (to be provided on a weekly basis); and	Construction	Compliant - Ongoing	
<b>b)</b>	a copy of any assessment carried out by the Proponent of whether proposed work is consistent with the approval (which must be provided to the ER before the commencement of the subject work).	-	Compliant - Ongoing	
<b>A21</b>	The Secretary may at any time commission an audit of an ER's exercise of its functions under Condition A19. The Proponent must:	-	Not Triggered	
<b>a)</b>	facilitate and assist the Secretary in any such audit; and	Construction	Not Triggered	
<b>b)</b>	make it a term of their engagement of an ER that the ER facilitate and assist the Secretary in any such audit.	-	Not Triggered	
<b>Compliance Tracking Program</b>				
<b>A22</b>	A Compliance Tracking Program to monitor compliance with the terms of this approval must be prepared, taking into consideration any staging of the CSSI that is proposed in a Staging Report submitted in accordance with Condition A10 and Condition A11 of this approval.	Pre-construction	Compliant	A Parkes to Narromine: Compliance Tracking Program (5-0000-240-EEC-00-RP-0001) has been developed in accordance with this condition.
<b>A23</b>	The Compliance Tracking Program must be endorsed by the ER and then submitted to the Secretary for information at least one (1) month prior to the commencement of works.	Pre-construction	Compliant	The ER endorsed the Parkes to Narromine: Compliance Tracking Program on the 10th September 2018 and it was submitted to the Secretary on the 14th September 2018.
<b>A24</b>	The Compliance Tracking Program in the form required under Condition A22 of this approval must be implemented for the duration of construction and for a minimum of one (1) year following commencement of operation, or for a longer period as determined by the Secretary based on the outcomes of independent environmental audits, Environmental Representative Monthly Reports and regular compliance reviews submitted through Compliance Reports. If staged operation is proposed, or operation is commenced of part of the CSSI, the Compliance Tracking Program must be implemented for the relevant period for each stage or part of the CSSI.	Construction Operation	Compliant - Ongoing	
<b>Construction Compliance Reporting</b>				
<b>A25</b>	A Pre-Construction Compliance Report must be prepared and submitted to the Secretary for information no later than one (1) month before the commencement of construction (or each stage of construction identified in the Staging Report).	Pre-construction	Compliant	A Parkes to Narromine: Pre-Construction Compliance Report (5-0000-240-EEC-00-RP-0002) has been developed in accordance with this condition.
<b>A26</b>	The Pre-Construction Compliance Report must include:	Pre-construction	Compliant	
<b>a)</b>	details of how the terms of this approval that must be addressed before the commencement of construction have been complied with: and	Pre-construction	Compliant	Refer to this table to demonstrate how the relevant terms of this approval required before the commencement of construction have been addressed.
<b>b)</b>	the proposed commencement date for construction.	Pre-construction	Compliant	Refer to Parkes to Narromine: Pre-Construction Compliance Report, Section 1.1 for details.
<b>A27</b>	Construction must not commence until the Pre-Construction Compliance Report has been submitted to the Secretary.	-	Compliant	The pre-construction compliance report was submitted to the Secretary on 19/11/2018
<b>A28</b>	Construction Compliance Reports must be prepared and submitted to the Secretary for information every six (6) months from the date of the commencement of construction, for the duration of construction. The Construction Compliance Reports must include:	Construction	Compliant	This first six-monthly compliance report was submitted on the 25 <sup>th</sup> September 2019. The second six-monthly compliance report was submitted on the 18 <sup>th</sup> February 2020. The third six-monthly report (the current report) will be submitted to the Department on or before the 18 <sup>th</sup> August 2020.
<b>a)</b>	a summary of the project activities that occurred during the reporting period;	Construction	Compliant - Ongoing	Refer to details in this report.
<b>b)</b>	a results summary and analysis of environmental monitoring;	Construction	Compliant - Ongoing	Refer to details in this report.
<b>c)</b>	the number of any complaints received, including a summary of main areas of complaint, action taken, response given and proposed strategies for reducing the recurrence of such complaints;	Construction	Compliant - Ongoing	Refer to details in this report.

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
d)	details of any review of, and minor amendments made to, the CEMP as a result of construction carried out during the reporting period;	Construction	Compliant - Ongoing	Refer to details in this report.
e)	a register of any consistency assessments undertaken and their status;	Construction	Compliant - Ongoing	Refer to details in this report.
f)	results of any independent environmental audits carried out in accordance with Conditions A32 to A35 and details of any actions taken in response to the recommendations of an audit;	Construction	Compliant - Ongoing	Refer to details in this report.
g)	a summary of all incidents notified in accordance with Condition A36 and Condition A39 of this approval; and	Construction	Compliant - Ongoing	Refer to details in this report.
h)	a compliance status summary for the reporting period including details of any non-compliances with the terms of this approval.	Construction	Compliant - Ongoing	Refer to details in this report.
A29	The Department must be notified in writing to compliance@planning.nsw.gov.au within seven (7) days after the Proponent becomes aware of any non-compliance. The notification must identify the project and the application number for it, set out the condition of consent that the project is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	Construction	Compliant- Ongoing	Noted. One potential non-compliance was reported during the current reporting period. The potential non-compliance was reported within 7 days of the proponent becoming aware of the potential non-compliance. Refer to Section 4 of this report for more information.
Pre-operation Compliance Report				
A30	A Pre-Operation Compliance Report must be prepared and submitted to the Secretary for information no later than one (1) month before the commencement of operation. The Pre-Operation Compliance Report must include:	Pre-Operation	Compliant- Ongoing	A Pre-Operation Compliance Report was produced and submitted to DPIE for the staged operations of North-west Connection. This was submitted to DPIE on 15/08/2019 prior to operations of the North-west Connection section of the P2N Project. The Pre-Operational Compliance Report will be updated and submitted to DPIE prior to the resumption of existing operations on the Parkes to Narromine line. This will be reported in the next Construction Compliance Report.
a)	details of how the terms of this approval that must be addressed before the commencement of operation have been complied with; and	Pre-Operation	Compliant- Ongoing	
b)	the commencement date for operation.	Pre-Operation	Compliant- Ongoing	
A31	Operation must not commence until the Pre-Operation Compliance Report has been submitted for information to the Secretary.	Pre-Operation	Compliant- Ongoing	
Auditing				
A32	An Environmental Audit Program for annual independent environmental auditing against the terms of this approval must be prepared in accordance with <i>AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems</i> and submitted to the Secretary for information no later than one (1) month before the commencement of construction.	Pre-construction	Compliant	The Parkes to Narromine: Environmental Audit Program (3-0001-240-EEC-00-RP-0003) was submitted to the Secretary for information 15th August 2018.
A33	The Environmental Audit Program, as submitted to the Secretary, must be implemented and complied with for the duration of construction and for the first two years of operation.	Construction Operation	Compliant	The first environmental Audit was undertaken onsite on the 21st & 22nd of August 2019. The second Independent Environment Audit was undertaken on site on the 12 <sup>th</sup> and 13 <sup>th</sup> May 2020. For more information on the independent environmental audit, refer to Section 5 of this report.
A34	All independent environmental audits of the CSSI must be conducted by a suitably qualified, experienced and independent team of experts in auditing and be documented in an Environmental Audit Report which:	Construction Operation	Compliant - Ongoing	An independent environmental audit was carried out within the first year of construction. The first environmental Audit was undertaken onsite on the 21st & 22nd of August 2019. The audit was submitted to DPIE by 30 September 2019. The second Independent Environment Audit was undertaken on site on the 12 <sup>th</sup> and 13 <sup>th</sup> May 2020.
a)	assesses the environmental performance of the CSSI, and its effects on the surrounding environment;	Construction Operation	Compliant - Ongoing	
b)	assesses whether the project is complying with the terms of this approval; and	Construction Operation	Compliant - Ongoing	
c)	recommends measures or actions to improve the environmental performance of the CSSI.	Construction Operation	Compliant - Ongoing	
A35	The Proponent must submit a copy of the Environmental Audit Report to the Secretary with a response to any recommendations contained in the audit report within six (6) weeks of completing the audit.	Construction Operation	Compliant	The two independent environmental audit reports have been submitted to the Department within six (6) weeks of completing the audit.
Incident Notification and Reporting				

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
A36	The Department must be advised in writing to <a href="mailto:compliance@planning.nsw.gov.au">compliance@planning.nsw.gov.au</a> immediately after the Proponent becomes aware of an incident and in any event within 24 hours of the Proponent becoming aware of any incident. The notification must identify the CSSI, including the application number and the name of the CSSI.	Construction	Compliant - Ongoing	Compliant – refer to Section 6 of this report for more information.
A37	Notification of an incident under Condition A36 of this approval, must include the time and date of the incident and details of the incident.	Construction	Compliant - Ongoing	Compliant – refer to Section 6 of this report for more information.
A38	All written requirements of the Secretary which may be given at any point in time, to address the cause or impact of an incident reported under with Condition A36 must be complied with within any timeframe specified by the Secretary.	Construction	Compliant - Ongoing	All information requests received from the Department have been responded to within the requested timeframe.
A39	If statutory notification is given to the EPA as required under the POEO Act, such notification must also be provided to Secretary within 24 hours after the notification was given to the EPA.	Construction	Compliant - Ongoing	Compliant – refer to Section 6 of this report for more information.
<b>Part B- Community Information and Reporting</b>				
<b>Community Information, Consultation and Involvement</b>				
B1	A Communication Strategy must be prepared to facilitate communication between the Proponent, and the community (including relevant councils, government authorities, adjoining affected landowners and businesses, and others directly impacted by the CSSI).	Pre-construction	Compliant	The Inland Rail NSW: Parkes to Narromine: Communication Strategy (5-0000-240-PCS-00-ST-0001) has been developed in accordance with this condition.
B2	The Communication Strategy must:	Pre-construction	Compliant	Refer to Parkes to Narromine: Communication Strategy to demonstrate compliance with this condition.
a)	identify people and organisations to be consulted during works;	Pre-construction	Compliant	
b)	set out procedures and mechanisms for the regular distribution of accessible information about or relevant to the CSSI;	Pre-construction	Compliant	
c)	identify opportunities to provide accessible information regarding regularly updated site construction activities, schedules and milestones at each construction ancillary facility and at construction sites located adjacent to town centres;	Pre-construction	Compliant	
d)	consider opportunities for the community to visit construction sites (taking into consideration workplace, health and safety requirements);	Pre-construction	Compliant	
e)	provide for the formation of issue or location-based community forums that focus on key environmental management issues of concern to the relevant community(ies) for the CSSI;	Pre-construction	Compliant	
f)	set out the procedures and mechanisms for consulting with relevant councils and government authorities required by Condition A5, including procedures for repeated requests and nil responses;	Pre-construction	Compliant	
g)	describe the method for broadcasting the 24-hour toll-free telephone complaints number and postal and email addresses for enquiries, as required by Condition B10;	Pre-construction	Compliant	
h)	set out procedures and mechanisms:	Pre-construction	Compliant	
	i) through which the community can discuss or provide feedback to the Proponent;	Pre-construction	Compliant	

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
	ii) through which the Proponent will respond to enquiries or feedback from the community; and	Pre-construction	Compliant	
	iii) to resolve any issues and mediate any disputes that may arise in relation to environmental management and delivery of the CSSI.	Pre-construction	Compliant	
<b>B3</b>	The Communication Strategy must be submitted to the Secretary for approval no later than one (1) month before the commencement of any work;	Pre-construction	Compliant	The Inland Rail NSW: Parkes to Narromine: Communication Strategy was submitted to the Secretary for approval on 3rd August 2018 and approved by the Secretary on the 5th October 2018.
<b>B4</b>	Work for the purposes of the CSSI must not commence until the Communication Strategy has been approved by the Secretary.	Pre-construction	Compliant	Works can commence as the Secretary has approved the Inland Rail NSW: Parkes to Narromine: Communication Strategy on the 5th October 2018.
<b>B5</b>	The Communication Strategy, as approved by the Secretary, must be implemented for the duration of the works and for six (6) months following the completion of construction.	Construction Operation	Compliant - Ongoing	The implementation of the Communication Strategy is ongoing.
<b>Complaints Management System</b>				
<b>B6</b>	A Complaints Management System must be prepared prior to the commencement of any works in respect of the CSSI and be implemented and maintained for the duration of construction and for a minimum for six (6) months following completion of construction of the CSSI.	Construction	Compliant - Ongoing	The Complaints Management System is a component of the Inland Rail NSW: Parkes to Narromine: Communication Strategy and will continue to be implemented for a minimum of six months following the completion of construction. Refer Sections 7.1 to 7.4 and 9.3 for details.
<b>B7</b>	The Complaints Management System must include a Complaints Register to be maintained recording information on all complaints received about the CSSI during the carrying out of any works associated with the CSSI and for a minimum of six (6) months following the completion of construction of the CSSI. The Complaints Register must record the:	Construction	Compliant - Ongoing	The Complaints Management System includes a complaint register. Please refer to Appendix F for the complaints register.
<b>a)</b>	number of complaints received;	Construction	Compliant - Ongoing	Please refer to Appendix F for the complaints register
<b>b)</b>	number of people affected in relation to a complaint; and	Construction	Compliant - Ongoing	Please refer to Appendix F for the complaints register
<b>c)</b>	the nature of each complaint and means by which the complaint was addressed and whether and how resolution was reached.	Construction	Compliant - Ongoing	Please refer to Appendix F for the complaints register
<b>B8</b>	The Complaints Register must be provided to the Secretary upon request, within the timeframe stated in the request.	Construction	Compliant - Ongoing	Noted. No requests for the complaints register have been received from the Department in the current reporting period.
<b>B9</b>	The following facilities must be available within one (1) month prior to the commencement of works and for six (6) months following the completion of construction of the CSSI and appropriately broadcast to collect and manage community enquiries and complaints:	Construction Operation	Compliant - Ongoing	Facilities in accordance with Condition B9 are available, refer to Inland Rail NSW: Parkes to Narromine: Communication Strategy, Sections 3.1, 7.5 and 7.6 for further details.
<b>a)</b>	a 24-hour toll-free telephone number for the registration of complaints and enquiries about the CSSI;	Construction Operation	Compliant - Ongoing	
<b>b)</b>	a postal address to which written complaints and enquires may be sent;	Construction Operation	Compliant - Ongoing	
<b>c)</b>	an email address to which electronic complaints and enquiries may be transmitted; and	Construction Operation	Compliant - Ongoing	
<b>d)</b>	a system for managing unresolved complaints.	Construction Operation	Compliant - Ongoing	
	<i>Note: The telephone number must be manned and not automatically divert to a message bank.</i>	Construction Operation	Compliant - Ongoing	
<b>B10</b>	The method for broadcasting the information required by Condition B9 must be detailed in the Communication Strategy required by Condition B1. This information must also be provided on the website required under Condition B11 of this approval.	Pre-construction	Compliant	
<b>Provision of Electronic Information</b>				
<b>B11</b>	A website providing information in relation to the CSSI must be established before commencement of works and maintained for the duration of works, and for a minimum of 12 months following the completion of construction of the CSSI or other timeframe as agreed with the Secretary. The following up-to-date information (excluding confidential, private and commercial information) must be published prior to the works commencing and maintained on the website or dedicated pages:	Pre-construction	Compliant	The ARTC Inland Rail Website - <a href="http://www.inlandrail.artc.com.au">www.inlandrail.artc.com.au</a> will be utilised. Relevant plans are currently available on the website. As the project progresses additional/updated plans will be placed on the website in accordance with the conditions of approval.

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
a)	information on the current implementation status of the CSSI and monthly updates on proposed works to be undertaken in the upcoming month;	Pre-construction	Compliant	All information is placed on the Parkes to Narromine Planning Approvals Website <a href="https://inlandrail.artc.com.au/P2N-planning-approvals">https://inlandrail.artc.com.au/P2N-planning-approvals</a> For more information, refer to Inland Rail NSW: Parkes to Narromine: Communication Strategy, Sections 3.2 and 9.2
b)	a copy of the documents listed in Condition A1 of this approval, and any documentation relating to any modifications made to the CSSI or the terms of this approval;	Pre-construction	Compliant	
c)	a copy of this approval in its original form, a current consolidated copy of this approval (that is, including any approved modifications to its terms), and copies of any approval granted by the Minister to a modification of the terms of this approval; and	Pre-construction	Compliant	
d)	a copy of the EPL, EPBC approval, any licences and approvals under the Water Management Act 2000, and any approvals to close level crossings.	Pre-construction	Compliant	
	Where a condition(s) of this approval requires a document(s) to be prepared prior to a work or construction or operational activity being undertaken, a current copy of the relevant document(s) must also be published on the website before the work / activity is undertaken.	Pre-construction	Compliant	
Part C- Construction Environment Management				
Construction Environmental Management Plan				
C1	A Construction Environmental Management Plan (CEMP) must be prepared in accordance with the Department’s <i>Guideline for the Preparation of Environmental Management Plans</i> (DIPNR, 2004) to detail how the performance outcomes, commitments and mitigation measures specified in the documents listed in the EIS and Submissions Report will be implemented and achieved during all stages of construction.	Construction	Compliant	The Parkes to Narromine CEMP was developed in accordance with Guideline for the Preparation of Environmental Management Plans (DIPNR, 2004).
C2	The CEMP must provide:			
a)	a description of activities to be undertaken during construction (including the indicative scheduling of construction, and details on the layout and activities to be undertaken at each major construction ancillary facility);	Construction	Compliant	Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. The description of activities to be undertaken during construction is outlined in Table 1-2 in Section 1.5.1.
b)	details of environmental policies, guidelines and principles to be followed in the construction of the CSSI;	Construction	Compliant	Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. Section 1.4 outlines the environmental policy which the INLink Project Team is committed to for continual improvement in environmental performance and compliance with applicable legal requirements. Section 2 describes the legislative requirements for the Project.
c)	a schedule for compliance auditing;	Construction	Compliant	Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. As outlined in Section 7.3.
d)	a program for ongoing analysis of the key environmental risks arising from the activities described in subsection (a) of this condition, including an initial risk assessment undertaken before the commencement of construction of the CSSI;	Construction	Compliant	Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. Section 3 outlines the environmental risk assessment and on-going risk assessment for the construction activities of the Project.
e)	details of how the activities described in subsection (a) of this condition will be carried out to:	Construction	Compliant	Noted
	(i) meet the performance outcomes stated in the EIS and Submissions Report; and			Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. Section 1.7 describes the environmental performance targets and how they will be implemented throughout the CEMP and Sub-Plans through the mitigation measures presented in each the plans.
	(ii) manage the risks identified in the risk analysis undertaken in subsection (d) of this condition;			Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. Section 3 identifies the risks associated with the Project.
f)	an inspection program detailing the activities to be inspected and frequency of inspections;	Construction	Compliant	Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. Table 7-1 lists the type of inspection, frequency and form for the Project environmental inspection requirements.



No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
<b>g)</b>	a protocol for managing and reporting any:	Construction	Compliant	
	(i) incidents; and			Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. Section 6.1 outlines the protocol for environmental incidents.
	(ii) non-compliances with this approval and with statutory requirements;			Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. Outlined in Section 6.2
<b>h)</b>	procedures for rectifying any non-compliance with this approval identified during compliance auditing, incident management or at any time during construction;	Construction	Compliant	Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. Section 6.2 states the procedure for non-compliances.
<b>i)</b>	a list of all the CEMP Sub-plans required in respect of construction, as set out in Condition C4. Where staged construction of the CSSI is proposed, the CEMP must also identify which CEMP Sub-plan applies to each of the proposed stages of construction;	Construction	Compliant	Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. The CEMP Sub-plans are listed in Section 4.
<b>j)</b>	a description of the roles and environmental responsibilities for relevant employees and their relationship with the ER;	Construction	Compliant	Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. The roles and responsibilities for the site personnel is outlined in Section 5.
<b>k)</b>	for training and induction for employees, including contractors and sub-contractors, in relation to environmental and compliance obligations under the terms of this approval; and	Construction	Compliant	Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. Training and awareness for the site personnel is outlined in Section 9.
<b>l)</b>	for periodic review and update of the CEMP and all associated plans and programs.	Construction	Compliant	Refer to Parkes to Narromine: CEMP to demonstrate compliance with this condition. Outlined in Section 11.
<b>C3</b>	The CEMP must be endorsed by the ER and then submitted to the Secretary for approval no later than one (1) month before the commencement of construction or where construction is staged, no later than one (1) month before the commencement of that stage.	Construction	Compliant	The Inland Rail Parkes to Narromine Project Construction Environmental Management Plan (5-0012-240-EEC-00-PJ-0003) was endorsed by the ER on 2nd November 2018 and was submitted to the Secretary for approval on the 2nd November 2018.
<b>C4</b>	The following CEMP Sub-plans must be prepared in consultation with the relevant government agencies and relevant councils identified for each CEMP Sub-plan and be consistent with the CEMP referred to in the EIS.			Noted
<b>a)</b>	Traffic, transport and access - RMS and relevant councils (as appropriate)	Construction	Compliant	The Traffic, Transport and Access Management Plan (5-0012-240-PMA-00-PJ-0002) was submitted to: i) NSW Roads and Maritime Services on 3rd October 2018 ii) Narromine Shire Council on 19th September 2018; and iii) Parkes Shire Council on 19th September 2018
<b>b)</b>	Noise and Vibration - EPA and relevant councils	Construction	Compliant	The Noise and Vibration Management Plan (5-0012-240-PMA-00-PJ-0002) was submitted to: i) EPA on 27th September 2018; ii) Narromine Shire Council on 26th September 2018; and Parkes Shire Council on 26th September 2018
<b>c)</b>	Flora and Fauna - OEH and relevant councils	Construction	Compliant	The Flora and Fauna Management Plan (5-0012-240-EEC-00-PJ-0004) was submitted to: i) OEH on 17th September 2018; ii) Narromine Shire Council on 14th September 2018; and Parkes Shire Council on 14th September 2018.
<b>d)</b>	Air quality - Relevant councils	Construction	Compliant	The Air Quality Management Plan (5-0012-240-PMA-00-PJ-0001) was submitted to: i) Narromine Shire Council on 14th September 2018; ii) Parkes Shire Council on 14th September 2018.
<b>e)</b>	Soil and water - relevant councils and Crown Lands & Water	Construction	Compliant	The Soil and Water Management Plan (5-0012-240-PMA-00-PJ-0009) was submitted to: i) Crowns Lands and Water on 25th September 2018; Narromine Shire Council on 14th September 2018; and Parkes Shire Council on 14th September 2018.
<b>f)</b>	Heritage - OEH	Construction	Compliant	The Heritage Management Plan (5-0012-240-ECH-00-PJ-0001) was submitted to: i) OEH on 28th September 2018
<b>g)</b>	Flood Emergency Management Plan - SES	Construction	Compliant	The Flood Emergency Management Plan (5-0012-240-IHY-00-PJ-0001) was submitted to: i) SES on 25th September 2018

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
<b>h)</b>	Hazardous and Contaminated Materials - EPA (as appropriate)	Construction	Compliant	The Hazardous and Contaminated Materials Management Plan (5-0012-240-EEC-00-PJ-0011) was submitted to: i) EPA on 27th September 2018
<b>C5</b>	The CEMP Sub-plans must state how:			Noted
<b>a)</b>	the environmental performance outcomes identified in the EIS and Submissions Report, as modified by these conditions, will be achieved.	Construction	Compliant	Refer to Parkes to Narromine: CEMP Sub-plans to demonstrate compliance with this condition.
<b>b)</b>	the mitigation measures identified in the EIS and Submissions Report, as modified by these conditions will be implemented.	Construction	Compliant	Refer to Parkes to Narromine: CEMP Sub-plans to demonstrate compliance with this condition.
<b>c)</b>	the relevant terms of this approval will be complied with; and	Construction	Compliant	Refer to Parkes to Narromine: CEMP Sub-plans to demonstrate compliance with this condition.
<b>d)</b>	issues requiring management during construction, as identified through ongoing environment risk analysis will be managed.	Construction	Compliant	Refer to Parkes to Narromine: CEMP Sub-plans to demonstrate compliance with this condition.
<b>C6</b>	The CEMP Sub-plans must be endorsed by the ER and then submitted to the Secretary for approval no later than one (1) month before the commencement of the construction activities to which they apply.	Construction	Compliant	All CEMP sub-plans were endorsed by the ER a minimum of one month prior to construction
<b>C7</b>	Any of the CEMP Sub-plans may be submitted to the Secretary along with, or subsequent to, the submission of the CEMP.	Construction	Compliant	All CEMP Sub-Plans have been submitted to the Secretary
<b>C8</b>	The Flora and Fauna Management Sub-plan must include:			
<b>a)</b>	a weed management plan;	Construction	Compliant	Refer to Parkes to Narromine: Flora and Fauna Sub-plans to demonstrate compliance with this condition, which was approved by DPIE on 14/02/2019
<b>b)</b>	a hygiene protocol which includes best-practice management measures for the prevention of contamination by pathogens, non-indigenous regenerative plant material and seed. The protocol must apply to the movement of all tools, vehicles, machinery and personnel; and	Construction	Compliant	Refer to Parkes to Narromine: Flora and Fauna Sub-plans to demonstrate compliance with this condition, which was approved by DPIE on 14/02/2019
<b>c)</b>	measures to protect EPBC listed threatened species and ecological communities.	Construction	Compliant	Refer to Parkes to Narromine: Flora and Fauna Sub-plans to demonstrate compliance with this condition, which was approved by DPIE on 14/02/2019
<b>C9</b>	The Construction Heritage Management Sub-plan must include:			
<b>a)</b>	identification of the Aboriginal objects that must be avoided and the protective measures to be put in place;	Construction	Compliant	Refer to Parkes to Narromine: Construction Heritage Management Sub-plans to demonstrate compliance with this condition, which was approved by DPIE on 14/02/2019
<b>b)</b>	procedures for salvaging and safe keeping the Aboriginal objects identified in Chapter 17 of the EIS and their long-term management;	Construction	Compliant	Refer to Parkes to Narromine: Construction Heritage Management Sub-plans to demonstrate compliance with this condition, which was approved by DPIE on 14/02/2019
<b>c)</b>	measures to prevent vibration and direct impacts to Wyanga Cottage; and	Construction	Compliant	Refer to Parkes to Narromine: Construction Heritage Management Sub-plans to demonstrate compliance with this condition, which was approved by DPIE on 14/02/2019
<b>d)</b>	an Unexpected Heritage Finds and Human Remains Procedure prepared by a suitably qualified and experienced heritage specialist. The Proponent must consult with the Registered Aboriginal Parties in the development of the sub-plan with respect to Aboriginal objects.	Construction	Compliant	The relevant Registered Aboriginal Parties were consulted with on the 5th October 2018.
	<i>Note: Human remains that are found unexpectedly during works are under the jurisdiction of the NSW State Coroner and must be reported to the NSW Police immediately.</i>	Construction	Compliant	Refer to Parkes to Narromine: Construction Heritage Management Sub-plans to demonstrate compliance with this condition, which was approved by DPIE on 14/02/2019
<b>C10</b>	The Construction Hazardous and Contaminated Materials Management Sub-plan must include an unexpected finds protocol which outlines the activities that would be undertaken should previously undetected soil contamination be identified.	Construction	Compliant	Refer to Parkes to Narromine: Construction Hazardous and contaminated Materials Sub-plans to demonstrate compliance with this condition, which was approved by DPIE on 14/02/2019

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes																						
C11	The Flood Emergency Management Sub-plan must include measures for managing flood risks during construction and address flood recovery.	Construction	Compliant	Refer to Parkes to Narromine: Flood Emergency Management Sub-plans to demonstrate compliance with this condition, which was approved by DPIE on 14/02/2019																						
C12	Construction must not commence until the CEMP and all CEMP Sub-plans have been approved by the Secretary. The CEMP and CEMP Sub-plans, as approved by the Secretary, including any minor amendments approved by the ER, must be implemented for the duration of construction. Where the CSSI is being staged, construction of that stage is not to commence until the relevant CEMP and sub-plans have been endorsed by the ER and approved by the Secretary.	Construction	Compliant	The CEMP and CEMP sub-plans were approved by the Secretary on the 14/02/2019, prior to the commencement of construction. The CEMP and sub-plans including any minor amendments endorsed by the ER, and ongoing updates as required will be implemented for the duration of construction																						
Construction Monitoring Program																										
C13	The following Construction Monitoring Programs must be prepared in consultation with the relevant government agencies and relevant councils identified for the Construction Monitoring Programs to compare actual performance of construction of the CSSI against performance predicted performance.	Construction	Compliant	In accordance with Condition C19 the Construction Monitoring Programs have been incorporated into the relevant CEMP Sub-Plan as detailed below.																						
a)	Noise and Vibration - EPA and relevant councils	Construction	Compliant	<table><tr><th>Management Plan</th><th>Organisation Submitted to</th><th>Date Submitted</th></tr><tr><td rowspan="3">Noise and Vibration</td><td>EPA</td><td>27<sup>th</sup> September 2018</td></tr><tr><td>Narromine Shire Council</td><td>26<sup>th</sup> September 2018</td></tr><tr><td>Parkes Shire Council</td><td>26<sup>th</sup> September 2018</td></tr><tr><td rowspan="3">Water Usage</td><td>DPI</td><td>25<sup>th</sup> September 2018</td></tr><tr><td>Narromine Shire Council</td><td>14<sup>th</sup> September 2018</td></tr><tr><td>Parkes Shire Council</td><td>14<sup>th</sup> September 2018</td></tr><tr><td rowspan="2">Air Quality</td><td>Narromine Shire Council</td><td>14<sup>th</sup> September 2018</td></tr><tr><td>Parkes Shire Council</td><td>14<sup>th</sup> September 2018</td></tr></table>	Management Plan	Organisation Submitted to	Date Submitted	Noise and Vibration	EPA	27 <sup>th</sup> September 2018	Narromine Shire Council	26 <sup>th</sup> September 2018	Parkes Shire Council	26 <sup>th</sup> September 2018	Water Usage	DPI	25 <sup>th</sup> September 2018	Narromine Shire Council	14 <sup>th</sup> September 2018	Parkes Shire Council	14 <sup>th</sup> September 2018	Air Quality	Narromine Shire Council	14 <sup>th</sup> September 2018	Parkes Shire Council	14 <sup>th</sup> September 2018
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Air Quality	Narromine Shire Council	14 <sup>th</sup> September 2018																								
	Parkes Shire Council	14 <sup>th</sup> September 2018																								
b)	Water usage - DPI water and relevant councils	Construction	Compliant																							
c)	Air quality - Relevant councils	Construction	Compliant																							
C14	Each Construction Monitoring Program must provide:			Noted																						
a)	details of baseline data available;	Construction	Compliant	Refer to the Parkes to Narromine approved monitoring programs to demonstrate compliance with this condition.																						
b)	details of baseline data to be obtained and when;	Construction																								
c)	details of all monitoring of the project to be undertaken;	Construction																								
d)	the parameters of the project to be monitored;	Construction																								
e)	the frequency of monitoring to be undertaken;	Construction																								
f)	the location of monitoring;	Construction																								
g)	the reporting of monitoring and analysis results against relevant criteria;	Construction																								
h)	procedures to identify and implement additional mitigation measures where results of monitoring are unsatisfactory; and	Construction																								
i)	any consultation to be undertaken in relation to the monitoring programs.	Construction																								
C15	The Construction Monitoring Programs must be endorsed by the ER and then submitted to the Secretary for approval at least one (1) month before commencement of construction.	Construction	Compliant	The Construction Monitoring Programs were endorsed by the ER and submitted to the Secretary for approval a minimum of one month prior to commencing construction																						
C16	A construction activity must not commence until the Secretary has approved all of the required Construction Monitoring Programs relevant to that activity, and all the necessary baseline data for the monitoring program has been collected.	Construction	Compliant	Construction monitoring programs were all included in the relevant CEMP Sub-plans in accordance with CoA C19 and were approved by the Secretary prior to the commencement of construction.																						
C17	The Construction Monitoring Programs, as approved by the Secretary including any minor amendments approved by the ER, must be implemented for the duration of construction and for any longer period set out in the monitoring program or specified by the Secretary, whichever is the greater.	Construction	Compliant - ongoing	Monitoring currently being carried out generally in accordance with the Construction Monitoring Programs. Please refer to the monitoring summaries included in the Six-monthly CCR.																						



No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
C18	The results of the Construction Monitoring Programs must be submitted to the Secretary, and relevant government agencies and councils, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program.	Construction	Compliant - Ongoing	Results from the construction monitoring program have been reported in the first and second the six-monthly reports. This third six-monthly report provides additional monitoring data.
C19	Where a relevant CEMP Sub-plan exists, the relevant Construction Monitoring Program may be incorporated into that CEMP Sub-plan.	Construction	Compliant	All monitoring programs outlined in CoA C15 have been included in the relevant CEMP Sub-plans as permitted by this condition.
Construction Ancillary Facilities				
Major Construction Ancillary Facilities				
C20	Construction ancillary facilities must meet the following criteria, unless otherwise approved by the Secretary:			There are three Major Ancillary Facilities which have been approved by the Department as per the Site Establishment Management Plan: - North West Link - Peak Hill - Tomingley
a)	the facility is development of a type that would, if it were not for the purpose of the CSSI, otherwise be exempt or complying development; or	Construction	Compliant - Ongoing	
b)	the facility is located as follows:			
	(i) at least 50 metres from any waterway unless an erosion and sediment control plan is prepared and implemented so as not to affect water quality in the waterway in accordance with Managing Urban Stormwater series;	Construction	Compliant - Ongoing	
	(ii) on lands as identified as “indicative compound locations” in Figures 8.2a to 8.2f of the EIS;	Construction	Compliant - Ongoing	
	(iii) so as to prevent heavy vehicles travelling on local streets or through residential areas in order to access the facility, except as identified in the EIS and amended by the Submissions Report;	Construction	Compliant - Ongoing	
	(iv) so as not to require vegetation clearing beyond the extent of clearing approved under other terms of this approval except as approved by the ER as minor clearing;	Construction	Compliant - Ongoing	
	(v) so as to not to directly impact on threatened species or their habitat or threatened ecological communities beyond the impacts identified, assessed and approved under other terms of this approval;	Construction	Compliant - Ongoing	
	(vi) so as not to have any impact on heritage items (including areas of archaeological sensitivity) beyond the impacts identified, assessed and approved under other terms of this approval;	Construction	Compliant - Ongoing	
	(vii) so as not to unreasonably interfere with lawful uses of adjacent properties that are being carried out at the date upon which construction or establishment of the facility is to commence;	Construction	Compliant - Ongoing	
	(viii) to enable operation of the ancillary facility during flood events and to avoid or minimise, to the greatest extent practicable, adverse flood impacts on the surrounding environment and other properties and infrastructure; and	Construction	Compliant - Ongoing	
	(ix) so as to have sufficient area for the storage of raw materials to minimise, to the greatest extent practicable, the number of deliveries outside of standard work hours through areas which are within 500 metres of a residential receiver.	Construction	Compliant - Ongoing	
	Nothing in this condition prevents the landowner from refusing to allow the Proponent to use their land.	Construction	Compliant - Ongoing	
Minor Construction Ancillary Facilities				
C21	Minor construction ancillary facilities comprising lunch sheds, office sheds, material lay down sites, areas used to assemble culverts and turnouts, or portable toilet facilities, that are not identified in the EIS and Submissions must satisfy the following criteria:			A number of Minor Construction Ancillary Facilities are currently being used as part of the P2N Project. The facilities undergo an approval process, with all minor construction ancillary facilities being approved by the ER prior to use. The ER consider the requirements of Condition C21 (b) as part of the approval process.
a)	be located within the rail corridor; and;	Construction	Compliant - Ongoing	
b)	have been assessed by the ER to -	Construction	Compliant - Ongoing	

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
	(i) have minimal amenity impacts to surrounding residences and businesses, after consideration of matters such as traffic and access impacts, dust and odour impacts, and visual (including light spill) impacts,	Construction	Compliant - Ongoing	
	(ii) comply with the “noise affected” management levels for residences and noise management levels for other sensitive land uses in the <i>Interim Construction Noise Guideline</i> (DECC, 2009),	Construction	Compliant - Ongoing	
	(iii) have minimal environmental impact with respect to waste management; and	Construction	Compliant - Ongoing	
	(iv) result in no impacts on biodiversity, soil and water, flooding and heritage items beyond those already approved under other terms of this approval.	Construction	Compliant - Ongoing	
Site Establishment Management Plan for Major Construction Ancillary Facilities				
C22	Before establishment of any construction ancillary facility that satisfies the criteria in Condition C20, the Proponent must prepare a Site Establishment Management Plan which outlines the environmental management practices and procedures to be implemented for the establishment of the construction ancillary facility(ies). The Site Establishment Management Plan must be prepared in consultation with the relevant council(s) and submitted to the Secretary for approval one (1) month prior to installation of ancillary facilities. The Site Establishment Management Plan must detail the establishment of the construction ancillary facilities and include:	Pre-construction	Compliant	The Inland Rail Parkes to Narromine Project Site Establishment Management Plan (5-0012-240-EEC-00-PJ-0007) was submitted to: i) Parkes Shire Council on 12th September 2018; and ii) Narromine Shire Council on 31st October 2018. The Site Establishment Management Plan was initially submitted to the Secretary for approval on 17th October 2018. The plan was resubmitted to the Secretary for approval on the 8th November 2018.
a)	a description of activities to be undertaken during establishment of the construction ancillary facility (including indicative scheduling and duration of works to be undertaken at the site);	Pre-construction		
b)	a program for ongoing analysis of the key environmental risks arising from the site establishment activities described in subsection (a) of this condition, including an initial risk assessment undertaken prior to the commencement of site establishment works; and	Pre-construction		
c)	details of how the site establishment activities described in subsection (a) of this condition will be carried out to -	Pre-construction		
	(i) meet the performance outcomes stated in the EIS and Submissions Report, and	Pre-construction		
	(ii) manage the risks identified in the risk analysis undertaken in subsection (b) of this condition; and	Pre-construction		
d)	(a) a program for monitoring the performance outcomes, including a program for noise monitoring during site establishment consistent with the requirements of Conditions C13 and C14.	Pre-construction		
	Nothing in this condition prevents the Proponent from preparing individual Site Establishment Management Plans for each construction ancillary facility. This condition does not apply to minor construction ancillary facilities as defined in Condition C21.			
Operation of Construction Ancillary Facilities				
C23	The operation of a construction ancillary facility must not commence until the CEMP required by <b>Condition C1</b> , relevant CEMP Sub-Plans required by <b>Condition C4</b> and relevant Construction Monitoring Programs required by <b>Condition C13</b> have been approved by the Secretary.	Construction	Compliant	No ancillary facilities were operated prior to the CEMP and Sub-plans being approved.
Access to Construction Ancillary Facilities				

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
<b>C24</b>	Where possible, construction ancillary facilities must be accessed via existing public roads. Where this is not possible, the Proponent may utilise existing private access tracks on private property but only with the permission of the landowner. The Proponent must consult with each landowner whose property is required for access and agree on the terms and conditions relating to access arrangements. Nothing in this condition prevents the landowner from refusing the Proponent access to and via their land. New construction access tracks on private property must comply with the requirements of Condition C20(b)(i), (iv), (v), (vi) and (vii)	Construction	Compliant - Ongoing	Access to all of the ancillary facilities are via public roads and/or access tracks within the CI2. No new roads have been built or private roads utilised
<b>C25</b>	The Proponent must ensure that all roads / tracks that will be utilised to access construction ancillary facilities are to the standard necessary to provide all-weather access, including a trafficable surface suitable to accommodate heavy the type of vehicle movements that are anticipated to be associated with the construction of the CSSI.	Construction	Compliant - Ongoing	All access points into the major ancillary facilities are hardstand with rock and rumble grids
<b>Boundary Fencing and Screening</b>				
<b>C26</b>	Boundary fencing that incorporates screening must be erected around all construction ancillary facilities that are within 500 metres of sensitive land uses for the duration of the use of the construction ancillary facility unless otherwise agreed with the affected landowners and/or tenants and adjacent landowners.	Construction	Compliant - Ongoing	Ancillary facilities have been installed to minimise visual impacts for adjacent resident through the installation of boundary fencing and screening.
<b>C27</b>	Boundary fencing around construction ancillary facilities and required under Condition C26 of this approval must aim to minimise visual and noise impacts on adjacent landowners, and emission of nuisance dust beyond the facility boundary.	Construction	Compliant - Ongoing	Ancillary facilities have been installed to minimise visual impacts for adjacent resident through the installation of boundary fencing and screening.
<b>Part D- Key Issue Conditions</b>				
<b>Operational Environment Management</b>				
<b>Operational Environment Management</b>				
<b>D1</b>	An Operational Management Plan (OEMP) must be prepared in accordance with the Guideline for the Preparation of Environmental Management Plans (DIPNR, 2004) to detail how the performance outcomes, commitments and mitigation measures made and identified in the EIS and Submissions Report will be implemented and achieved during operation. This condition (Condition D1) does not apply if Condition D2 of this approval applies.	Pre-Operations	Not Applicable	Noted The Parkes to Narromine project will operate under the Interstate Environmental Management Framework (IEMF) as per Condition D2.
<b>D2</b>	An OEMP is not required for the CSSI if the Proponent has an Environmental Management System (EMS) or equivalent as agreed with the Secretary, and can demonstrate, to the written satisfaction of the Secretary, that through the EMS:	Pre - Operations	Compliant - Ongoing	The IEMF was submitted prior to the staged operations of North-west Connection  The IEMF will be updated and submitted to address the requirements of Resumption of Existing Operations and Stage prior to the resumption of existing operations to clearly map out the requirements for the project moving forward. This will be reported in the next construction compliance report reporting period.
<b>a)</b>	the performance outcomes, commitments and mitigation measures, made and identified in the EIS and Submissions Report, and terms of this of approval can be achieved;	Pre-Operations		
<b>b)</b>	issues identified through ongoing risk analysis can be managed; and	Pre-Operations		
<b>c)</b>	procedures are in place for rectifying any non-compliance with this approval identified during compliance auditing, incident management or any other time during operation.	Pre-Operations		
<b>D3</b>	The performance measures and mitigation measures detailed in the OEMP must address the maintenance of culverts with respect to blockages, siltation and scouring.	Pre-Operations	Compliant - Ongoing	The IEMF was submitted prior to the staged operations of North-west Connection  The IEMF will be updated and submitted to address the requirements of Resumption of Existing Operations and Stage prior to the resumption of existing operations to clearly map out the requirements for the project moving forward and will address the maintenance of culverts with respect to blockages, siltation and scouring. This will be reported in the next construction compliance report reporting period.
<b>D4</b>	The OEMP or EMS (or equivalent) as agreed with the Secretary must be submitted to the Secretary for information at least one (1) month prior to the commencement of operation of the CSSI	Pre-Operations	Compliant - Ongoing	The IEMF was submitted prior to the staged operations of North-west Connection  The IEMF will be updated and submitted to address the requirements of Resumption of Existing Operations and Stage prior to the resumption of existing operations to clearly map out the requirements for the project moving forward. This will be reported in the next construction compliance report reporting period.
<b>Part E- Key Issue Conditions</b>				
<b>Noise and Vibration</b>				

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
<b>Standard Working Hours</b>				
<b>E1</b>	Works must be undertaken during the following hours:			
<b>a)</b>	7:00 am to 6:00 pm Mondays to Fridays;	Construction	Compliant	Standard working hours are generally being complied with, except where permissible by CoA's E2 - E6 and relevant conditions of the EPL.
<b>b)</b>	8:00 am to 1:00 pm Saturdays; and	Construction		
<b>c)</b>	at no time on Sundays or public holidays.	Construction		
<b>E2</b>	Notwithstanding Condition E1, works affecting any one receiver may be undertaken during the hours of 6.00 am to 6.00 pm each day over a three (3) month period provided that there is no work between the hours of 1:00 pm on a Saturday and 7:00 am on a Monday every alternate week.	Construction	Compliant - Ongoing	INLink's rail team are currently working under this condition. A roster is in place and is used to manage the rail activities in proximity to any one receiver
<b>E3</b>	Notwithstanding Conditions E1 and E2, works associated with the CSSI may be undertaken outside the hours specified under those conditions in the following circumstances:			
<b>a)</b>	for the delivery of materials required by the NSW Police Force or other authority for safety reasons; or	Construction	Compliant	INLink have not undertaken any deliveries outside of the standard construction hours
<b>b)</b>	where it is required in an emergency to avoid injury or the loss of life, to avoid damage or loss of property or to prevent environmental harm; or	Construction	Compliant	No works have occurred outside of the standard construction hours due to an emergency
<b>c)</b>	where different construction hours are permitted under an EPL in force in respect of the CSSI; or	Construction	Compliant	No works have occurred outside of the standard construction hours due to different construction hours under an EPL
<b>d)</b>	where a negotiated agreement is in force, in accordance with Condition E4 and E5; or	Construction	Compliant	INLink have been undertaking the following works under community agreements in various locations across the project: - Concrete pours - Rail stressing - Refuelling
<b>e)</b>	construction that causes $L_{Aeq}(15 \text{ minute})$ noise levels:			
	i) no more than 5 dB(A) above the rating background level at the façade of any residence in accordance with the <i>Interim Construction Noise Guideline</i> (DECC, 2009) or if between the hours of 10:00 pm and 7:00 am no more than 52 dB(A) or more than 15 dB(A)LA(Max) above the rating background level whichever is the higher, and	Construction	Not Triggered	INLink do not have this condition within the project's EPL therefore have not worked under it.
	ii) no more than the noise management levels specified in Table 3 of the <i>Interim Construction Noise Guideline</i> (DECC, 2009) at other sensitive land uses, and	Construction	Not Triggered	INLink do not have this condition within the project's EPL therefore have not worked under it.
	iii) continuous or impulsive vibration values, measured at the most affected residence are no more than those for human exposure to vibration, specified in Table 2.2 of <i>Assessing Vibration: a technical guideline</i> (DEC, 2006), and	Construction	Compliant - Ongoing	Potentially impacted receivers are identified within the CNVIS that works are constructed under. Mitigation measures are identified for receivers if works are occurring within the safe working distances. Monitoring indicated that vibration measures at the closest receivers have not exceeded Human comfort levels.
	iv) intermittent vibration values measured at the most affected residence are no more than those for human exposure to vibration, specified in Table 2.4 of <i>Assessing Vibration: a technical guideline</i> (DEC, 2006).	Construction	Compliant - Ongoing	Potentially impacted receivers are identified within the CNVIS. Mitigation measures are identified for receivers if works are occurring within the safe working distances. Monitoring indicated that vibration measures at the closest receivers have not exceeded Human comfort levels.
<b>E4</b>	The Proponent may reach negotiated agreements with sensitive receivers (owners and occupiers) to carry out works in accordance with the hours and noise limits specified in the negotiated agreements.	Construction	Compliant - Ongoing	Negotiated agreements with sensitive receivers have been obtained once in an area of the Project during the reporting period.
<b>E5</b>	All negotiated agreements must be in writing and finalised before the commencement of works.	Construction	Compliant - Ongoing	Where required, all negotiated agreements have be in writing and finalised before the commencement of associated works.
<b>E6</b>	On becoming aware of the need for emergency works in accordance with Condition E3(b), the Proponent must notify the Department in writing to compliance@planning.nsw.gov.au, ER and the EPA of the need for that work. The Proponent must use best endeavours to notify all affected sensitive receivers of the likely impact and duration of those works.	Construction	Not Triggered	No emergency works have been required
<b>E7</b>	Except as permitted by an EPL, activities resulting in impulsive or tonal noise emissions must only be undertaken:			

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
a)	between the hours of 8:00 am to 6:00 pm Monday to Friday;	Construction	Compliant - Ongoing	No construction activities have occurred on the project that would have resulted in tonal or impulsive noise emissions.
b)	between the hours of 8:00 am to 1:00 pm Saturday; and	Construction		
c)	in continuous blocks not exceeding three hours each with a minimum respite from those activities and works of not less than one hour between each block.	Construction		
	For the purpose of this condition, ‘continuous’ includes any period during which there is less than a one-hour respite between ceasing and recommencing any works that are the subject of this condition.	Construction		
Construction Vibration				
E8	Mitigation measures must be implemented with the aim of achieving the following construction noise management levels and vibration criteria:			
a)	construction ‘Noise affected’ noise management levels established using the <i>Interim Construction Noise Guideline</i> (DECC, 2009);	Construction	Compliant - Ongoing	All noise management and vibration criteria are being used to determine mitigation measures, and requirements for Noise and Vibration monitoring.
b)	vibration criteria established using the <i>Assessing Vibration: A Technical Guideline</i> (DEC, 2006) (for human exposure);	Construction		
c)	Australian Standard AS 2187.2 - 2006 “ <i>Explosives - Storage and Use - Use of Explosives</i> ”;	Construction		
d)	BS 7385 Part 2-1993 “ <i>Evaluation and measurement for vibration in buildings Part 2</i> ” as they are “applicable to Australian conditions”; and	Construction		
e)	the vibration limits set out in the <i>German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures</i> (for structural damage).	Construction		
	Any works identified as exceeding the noise management levels and/or vibration criteria must be managed in accordance with the Construction Noise and Vibration Management Sub-plan required by Condition C4(b). <i>Note: The Interim Construction Noise Guideline identifies ‘particularly annoying’ activities that require the addition of 5 dB(A) to the predicted level before comparing to the construction Noise Management Level.</i>	Construction		
E9	Owners and occupiers of properties at risk of exceeding the screening criteria for cosmetic damage must be notified before construction that generates vibration commences in the vicinity of those properties. If the potential exceedance is to occur more than once or extend over a period of 24 hours, owner and occupiers are to be provided a schedule of potential exceedances for the duration of the potential exceedances, unless otherwise agreed by the owner and occupier. These properties must be identified and considered in the Construction Noise and Vibration Management Sub-plan required by Condition C4(b).	Construction	Compliant	Locations which were identified within the CNVIS for works potentially being within the safe working distance had been notified prior to activities commencing and have been provided a schedule of works.
E10	This approval does not permit blasting.	Construction	Compliant	No blasting is proposed to be carried out.
Operational Noise Management				
E11	The Proponent must prepare an Operational Noise and Vibration Review (ONVR) to confirm noise and vibration control measures that would be implemented for the operation of the CSSI. The ONVR must be prepared in consultation with the EPA and impacted sensitive receivers. Where barrier options (e.g. noise walls or mounds) are proposed to be implemented, consultation must also be undertaken with the relevant councils. The ONVR must:	Construction	Compliant	The ONVR was approved by the Department on 19/09/2019
a)	confirm the appropriate operational noise and vibration objectives and levels for adjoining development, including existing sensitive receivers;	Construction	Compliant	The ONVR was approved by the Department on 19/09/2019
b)	confirm the operational noise and vibration predictions based on the final design. Confirmation must be based on an appropriately calibrated noise model (which has incorporated additional noise monitoring, and concurrent traffic counting, where necessary for calibration purposes).	Construction	Compliant	The ONVR was approved by the Department on 19/09/2019
c)	identify sensitive receivers at which the criteria set out in the Rail Infrastructure Noise Guideline (EPA, 2013) are predicted to be exceeded once the CSSI is operational and in 2040;	Construction	Compliant	The ONVR was approved by the Department on 19/09/2019
d)	review the suitability of the operational noise mitigation measures identified in the EIS and Submissions Report and, where necessary, investigate and identify additional feasible and reasonable noise and vibration mitigation measures required to achieve the noise criteria outlined in the Rail Infrastructure Noise Guideline:	Construction	Compliant	The ONVR was approved by the Department on 19/09/2019



No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
e)	describe the final suite of noise and vibration mitigation measures that will be implemented, including the timing of implementation in accordance with Condition E12;	Construction	Compliant	The ONVR was approved by the Department on 19/09/2019
f)	include a consultation strategy to seek feedback from directly affected landowners on the noise and vibration mitigation measures; and	Construction	Compliant	The ONVR was approved by the Department on 19/09/2019
g)	procedures for the management of operational noise and vibration complaints.	Construction	Compliant	The ONVR was approved by the Department on 19/09/2019
	The ONVR is to be verified by a suitably qualified and experienced noise and vibration expert. The ONVR is to be undertaken at the Proponent's expense and submitted to the Secretary for approval within three months of construction commencing.	Construction	Compliant	The ONVR was approved by the Department on 19/09/2019
E12	Operational noise mitigation measures identified in Condition E11 (such as at-property architectural treatments) that will not be affected by construction works, must be implemented within six (6) months of the commencement of construction, or at other times during construction to minimise construction noise impacts, unless an alternative timeframe is agreed by the Secretary.	Construction	Compliant	All at-property architectural treatments were implemented within an alternative timeframe as agreed by the Secretary.
E13	E13 Within 12 months of, and at 10 years after, the commencement of operation of the CSSI, the Proponent must undertake monitoring of operational noise to compare actual noise performance of the CSSI against the noise performance predicted in the review of noise mitigation measures required by Condition E11. The Proponent must prepare an Operational Noise Compliance Report (ONCR) to document this monitoring. The Report must include, but not necessarily be limited to:	Operation	Not triggered	This condition has not been triggered during the current reporting period.
a)	noise monitoring to assess compliance with the operational noise levels predicted in the review of operational noise mitigation measures required under Condition E11;	Operation	Not triggered	This condition has not been triggered during the current reporting period.
b)	methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which CSSI noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive receivers;	Operation	Not triggered	This condition has not been triggered during the current reporting period.
c)	details of any complaints and enquiries received in relation to operational noise generated by the CSSI between the date of commencement of operation and the date the report was prepared;	Operation	Not triggered	This condition has not been triggered during the current reporting period.
d)	any required recalibrations of the noise model taking into consideration factors such as noise monitoring and actual train movements;	Operation	Not triggered	This condition has not been triggered during the current reporting period.
e)	an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of mitigation measures; and	Operation	Not triggered	This condition has not been triggered during the current reporting period.
f)	identification of additional measures to those identified in the review of noise mitigation measures required by Condition E11, that would be implemented with the objective of meeting the criteria outlined in the Rail Infrastructure Noise Guideline, when these measures would be implemented and how their effectiveness would be measured and reported to the Secretary and the EPA.	Operation	Not triggered	This condition has not been triggered during the current reporting period.
	The ONCR is to be verified by a suitably qualified and experienced noise and vibration expert. The ONCR must be submitted to the Secretary and the EPA for information within 60 days of completing the operational noise monitoring.	Operation	Not triggered	This condition has not been triggered during the current reporting period.
<b>Biodiversity</b>				
E14	Any works associated with the CSSI must limit the clearing of native vegetation to the greatest extent practicable.	Construction	Compliant	The Construction Impact Zone (CIZ) provided for the project was smaller than the impact assessed as part of the EIS. In addition to the CIZ being reduced in size, there have been areas along the project where the physical clearing has also been reduced. Trees within the rail corridor have been assessed kept if it was determined that their presence does not pose a safety risk to the rail line.
E15	Impacts to plant community types must not exceed those identified in the EIS and as amended by the <i>Addendum to the Inland Rail – Parkes to Narromine Biodiversity Assessment Report comprising vegetation mapping amendments and inclusion of temporary impacts</i> (Umwelt, dated 12 April 2018).	Construction	Compliant	The impacts to plant community types resulting from the IFC CIZ for the P2N Project are less than the impacts identified in the EIS.

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes																																							
E16	The Proponent must prepare and submit to the Secretary a Biodiversity Offset Strategy in accordance with the Framework for Biodiversity Assessment – NSW Biodiversity Offsets Policy for Major Projects, for the retirement of ecosystem and species credits as set out in Table 3. The Strategy must be prepared in consultation with OEH and DoEE, and submitted to the Secretary for approval within 12 months of the commencement of construction	Construction	Compliant	The Biodiversity Offset Strategy was submitted to the Department within a timeframe agreed by the Secretary.																																							
	<div>Table 3: Biodiversity Credits to be Retired</div> <table><thead><tr><th>Credit Type</th><th>EPBC Act equivalent EEC or habitat of EPBC Act listed threatened species</th><th>Number of Credits</th></tr></thead><tbody><tr><td colspan="3">Ecosystem Credits</td></tr><tr><td>PCT26 Weeping Myall open woodland of the Riverina Bioregion and NSW South Western Slopes Bioregion</td><td>Myall Woodland, Superb Parrot</td><td>219</td></tr><tr><td>PCT36 River Red Gum tall to very tall open forest/ woodland wetland on rivers on floodplains mainly in the Darling Riverine Plains Bioregion</td><td>Superb parrot</td><td>54</td></tr><tr><td>PCT55 Belah woodland on alluvial plains and low rises in the central NSW wheatbelt to Pilliga and Liverpool Plains regions</td><td>Superb parrot</td><td>1409</td></tr><tr><td>PCT70 White Cypress Pine woodland on sandy loams in central NSW wheatbelt</td><td>Superb parrot, Tylophora linearis</td><td>48</td></tr><tr><td>PCT76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions</td><td>Grey Box (Eucalyptus microcarpa) Grassy Woodlands and Derived Native Grasslands of South-Eastern Australia EEC, Superb parrot, Regent honeyeater, Swift parrot habitat</td><td>1793</td></tr><tr><td>PCT201 Fuzzy Box woodland on alluvial brown loam soils mainly in the NSW South Western Slopes Bioregion</td><td>Superb parrot</td><td>88</td></tr><tr><td>PCT244 Poplar Box grassy woodland on alluvial clay-loam soils mainly in the temperate (hot summer) climate zone of central NSW (wheatbelt)</td><td>Superb parrot</td><td>773</td></tr><tr><td>PCT267 White Box – White Cypress Pine – Western Grey Box shrub/grass/forb woodland in the NSW South Western Slopes Bioregion</td><td>White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland CEEC, Superb parrot, Regent honeyeater, Swift parrot, Tylophora linearis</td><td>366</td></tr><tr><td>PCT276 Yellow Box grassy tall woodland on alluvium or pama loams and clays on flats in NSW South Western Slopes Bioregion</td><td>White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland CEEC, Superb parrot, Regent honeyeater, Swift parrot, Tylophora linearis</td><td>1161</td></tr><tr><td colspan="3">Species Credits</td></tr><tr><td>Koala</td><td></td><td>711</td></tr></tbody></table> <div>Note: Credits have been calculated using the Framework for Biodiversity Assessment.</div>	Credit Type	EPBC Act equivalent EEC or habitat of EPBC Act listed threatened species	Number of Credits	Ecosystem Credits			PCT26 Weeping Myall open woodland of the Riverina Bioregion and NSW South Western Slopes Bioregion	Myall Woodland, Superb Parrot	219	PCT36 River Red Gum tall to very tall open forest/ woodland wetland on rivers on floodplains mainly in the Darling Riverine Plains Bioregion	Superb parrot	54	PCT55 Belah woodland on alluvial plains and low rises in the central NSW wheatbelt to Pilliga and Liverpool Plains regions	Superb parrot	1409	PCT70 White Cypress Pine woodland on sandy loams in central NSW wheatbelt	Superb parrot, Tylophora linearis	48	PCT76 Western Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions	Grey Box (Eucalyptus microcarpa) Grassy Woodlands and Derived Native Grasslands of South-Eastern Australia EEC, Superb parrot, Regent honeyeater, Swift parrot habitat	1793	PCT201 Fuzzy Box woodland on alluvial brown loam soils mainly in the NSW South Western Slopes Bioregion	Superb parrot	88	PCT244 Poplar Box grassy woodland on alluvial clay-loam soils mainly in the temperate (hot summer) climate zone of central NSW (wheatbelt)	Superb parrot	773	PCT267 White Box – White Cypress Pine – Western Grey Box shrub/grass/forb woodland in the NSW South Western Slopes Bioregion	White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland CEEC, Superb parrot, Regent honeyeater, Swift parrot, Tylophora linearis	366	PCT276 Yellow Box grassy tall woodland on alluvium or pama loams and clays on flats in NSW South Western Slopes Bioregion	White Box - Yellow Box - Blakely's Red Gum Grassy Woodland and Derived Native Grassland CEEC, Superb parrot, Regent honeyeater, Swift parrot, Tylophora linearis	1161	Species Credits			Koala		711			
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E17	Plant community types that provide habitat for impacted EPBC Act threatened species must be retired in a manner that achieves “like-for-like” habitat for the species.	Construction	Not Triggered	The Project is currently in the process of securing credits to retire in line with the conditionally approved Biodiversity Offset Strategy.																																							
E18	The Proponent may review and update the ecosystem and species credit requirements in Table 3 to reflect the final impact zone and resulting extent and type of plant community types to be cleared. Amendments to the ecosystem and species credit requirements must be undertaken in consultation with OEH, DoEE and approved by the Secretary.	Construction	Not Triggered	No amendments have been required to date.																																							
E19	The review and update of credit requirements must be undertaken by:	Construction		Noted																																							
a)	using the vegetation mapping identified in the Addendum to the Inland Rail – Parkes to Narromine Biodiversity Assessment Report (letter from Umwelt dated 12 April 2018); and/or	Construction	Not Triggered	Noted. No amendments have been required to date.																																							
b)	completing verification surveys to confirm the extent, type and condition of native vegetation to be impacted	Construction	Not Triggered	Noted. No amendments have been required to date.																																							
	Where verification surveys are undertaken, they must be in accordance with the Framework for Biodiversity Assessment – NSW Biodiversity Offsets Policy for Major Projects. Any additional surveys must be undertaken at the time of year when the groundcover is most likely to be predominantly native.	Construction	Not Triggered	Noted. No amendments have been required to date.																																							

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
<b>E20</b>	Within 12 months of the approval of the Biodiversity Offset Strategy, or within another timeframe agreed to by the Secretary, the Proponent must retire the biodiversity credits. The retirement of the biodiversity credits must be carried out in accordance with the NSW Biodiversity Offsets Policy for Major Projects and can be achieved by:	Construction/ Post-Construction	Not Triggered	The Project is currently in the process of securing credits to retire in line with the conditionally approved Biodiversity Offset Strategy
<b>a)</b>	acquiring and retiring “biodiversity credits” within the meaning of the Biodiversity Conservation Act 2016;	Construction/ Post-Construction	Not Triggered	The Project is currently in the process of securing credits to retire in line with the conditionally approved Biodiversity Offset Strategy
<b>b)</b>	making payments an offset fund that has been developed by the NSW Government;	Construction/ Post-Construction	Not Triggered	The Project is currently in the process of securing credits to retire in line with the conditionally approved Biodiversity Offset Strategy
<b>c)</b>	providing supplementary measures.	Construction/ Post-Construction	Not Triggered	The Project is currently in the process of securing credits to retire in line with the conditionally approved Biodiversity Offset Strategy
	<b>Note.</b>			
	<p>1. Following repeal of the Threatened Species Conservation Act 1995 on 25 August 2017, “biodiversity credits” created under that Act are taken to be “biodiversity credits” under the Biodiversity Conservation Act 2016 by virtue of clause 19 of the Biodiversity Conservation (Savings and Transitional) Regulation 2017.</p> <p>2. Payments under the offset fund (Condition E20(b)) do not apply to EPBC Act list communities.</p> <p>3. Any residual impact on EPBC Act listed threatened species and ecological communities must be offset in accordance with an offset process endorsed by the DoEE.</p>			
<b>Flooding</b>				
<b>E21</b>	Further flood modelling based on the detailed design of the CSSI must be undertaken for flood impacts (including downstream impacts of the CSSI). The results of the modelling must be detailed in a Flood Design Report. The Flood Design Report must be prepared in consultation with OEH and the relevant councils and include:			This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.
<b>a)</b>	the results of the downstream flood assessment for the 5-year ARI event, 20-year ARI event, 100-year ARI event;	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.
<b>b)</b>	provide consideration of the consequences of extreme flood events greater than the 100-year ARI event;	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was reviewed and endorsed by a suitably qualified and experienced hydrologist and was submitted to DPIE and the BCD for information.
<b>c)</b>	flood height changes to a resolution no coarser than one (1) centimetre;	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was reviewed and endorsed by a suitably qualified and experienced hydrologist and was submitted to DPIE and the BCD for information.
<b>d)</b>	a comparison of the results with the requirements of Condition E22;	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was reviewed and endorsed by a suitably qualified and experienced hydrologist and was submitted to DPIE and the BCD for information.
<b>e)</b>	the mitigation and management measures that will be undertaken in the event that the assessment indicates that the flooding characteristics exceed the design objectives specified in Condition E22;	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was reviewed and endorsed by a suitably qualified and experienced hydrologist and was submitted to DPIE and the BCD for information.

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
f)	changes in the depths of inundation including locations where previously there would have been no inundation;	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was reviewed and endorsed by a suitably qualified and experienced hydrologist and was submitted to DPIE and the BCD for information.
g)	flow changes in all watercourses and overland paths;	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was reviewed and endorsed by a suitably qualified and experienced hydrologist and was submitted to DPIE and the BCD for information.
h)	an assessment of the impacts of the CSSI including impacts on sedimentation, erosion, scouring, and bank and stream stability;	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was reviewed and endorsed by a suitably qualified and experienced hydrologist and was submitted to DPIE and the BCD for information.
i)	mitigation measures to minimise potential adverse impacts and respond to actual impacts in accordance with the DPI's Guidelines for Controlled Activities on Waterfront Land; and	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was reviewed and endorsed by a suitably qualified and experienced hydrologist and was submitted to DPIE and the BCD for information.
j)	a description of the cross-sectional dimensions and location of all proposed spoil mounds associated with the CSSI.	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was reviewed and endorsed by a suitably qualified and experienced hydrologist and was submitted to DPIE and the BCD for information.
	The Flood Design Report must be reviewed and endorsed by a suitably qualified and experienced hydrologist who is independent of the person who prepared the Flood Design Report and whose appointment must be approved by the Secretary. The hydrologist's endorsement must include a statement verifying that new and replacement culverts have been designed in accordance with the requirements of Conditions E29 and E30.	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was reviewed and endorsed by a suitably qualified and experienced hydrologist and was submitted to DPIE and the BCD for information. The hydrologist review and approval can be seen in Appendix G.
	The Flood Design Report must be submitted to the Secretary and OEH for information at least one (1) month prior to the commencement of construction of permanent works that may impact on flooding.	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was reviewed and endorsed by a suitably qualified and experienced hydrologist and was submitted to DPIE and the BCD for information. The DPIE approval letter for the independent hydrologist is detailed within Appendix H.
E22	The CSSI must be designed with the objective of not exceeding, by reason of the SSI, the following flooding characteristics on adjacent lands / properties during any flood event up to the 100-year ARI:	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.
a)	a maximum increase in inundation time of five per cent for houses, commercial premises and urban areas and 10 per cent for roads, agricultural (grazing and cropping) areas and public infrastructure (e.g. water and sewage pump stations and sewage treatment plants);	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.
b)	a maximum increase of 10 mm in inundation at properties where floor levels are currently exceeded;	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
c)	a maximum increase in 50 mm in inundation at properties where floor levels are currently not exceeded;	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.
d)	no inundation of floor levels which are currently not inundated;	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.
e)	a maximum increase of 50 mm along the Newell Highway and 100 mm on all other roads; and	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.
f)	a maximum increase of 200 mm on agricultural areas.	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.
	Where the flooding characteristics cannot be met, the Proponent must achieve compliance through modified design of the CSSI, or achieve an acceptable level of mitigation of impacts through at-property design measures (e.g. raised access tracks, flood refuge, house raising) in consultation with affected landowners / infrastructure owners. The mitigation measures must be detailed in the Flood Design Report required by Condition E21 and implemented within the timeframes specified in the Flood Design Report.	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.
<b>Flood Review</b>				
E23	For the first 15 years of operation, the Proponent must prepare a Flood Review Report(s) after the first defined flood event for any of the following flood magnitudes that occur – the 5 to 10-year ARI event, 10 to 20-year ARI event, 20 to 100-year ARI event. The Flood Review Report(s) must be prepared by a suitably qualified and experienced hydrologist(s) and include:	Operation	Compliant - Ongoing	Flood monitoring and reporting will commence upon the operation of the North-west Connection and Resumption of Existing Operations. This is a result of the physical structure (the new railway), that alters the flooding regime, being in place at completion of construction.
a)	a comparison of the observed extent, level, and duration of the flooding event against the impacts predicted in (or inferred from) the EIS, the Flood Design Report required by Condition E21 and the requirements specified in Condition E22; and	Operation	Compliant - Ongoing	
b)	identification of the properties and infrastructure affected by flooding during the reportable event;	Operation	Compliant - Ongoing	
c)	where the observed extent and level of flooding or other flooding or erosion impacts exceed the predicted impacts due to the CSSI with the consequent effect of adversely impacting on property(ies), structures and infrastructure, and / or exceed the requirements specified in Condition E22, identification of the measures that would be implemented to reduce future impacts of flooding related to the CSSI works, including the timing and responsibilities for implementation.	Operation	Compliant - Ongoing	
	A copy of the Flood Review Report(s) must be submitted to the Secretary for information and OEH and relevant council(s) within three (3) months of finalising the report(s).	Operation	Compliant - Ongoing	
	Additional flood mitigation measures must be developed in consultation with the affected property / structure / infrastructure owners, OEH and the relevant council(s), as relevant, and implemented within the timeframes specified in the Flood Review Report(s).	Operation	Compliant - Ongoing	



No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
<b>E24</b>	The Proponent must develop a methodology for spatially defining how the length(s) of the rail corridor impacted by a flood event will be determined for the purposes of Condition E23. The methodology must be developed in consultation with OEH and submitted to the Secretary for approval prior to the commencement of operation of the CSSI.	Operation	Compliant	Condition E24 has been fulfilled.
<b>Information Sharing</b>				
<b>E25</b>	Flood information including flood reports, models and geographic information system outputs, and work as executed information from a registered surveyor certifying finished ground levels and the dimensions and finished levels of all structures within flood prone land, must be made available to the relevant council(s), OEH and the SES upon request. The relevant councils, OEH and the SES must be notified in writing that the information is available no later than one (1) month following the completion of construction. Information requested by a relevant council, OEH or the SES must be provided within three (3) months.	Operation	Not Triggered	This will be reported in the next construction compliance report reporting period.
<b>Water Quality and Drainage</b>				
<b>E26</b>	The CSSI must be designed to ensure hydrological flows remain consistent with existing (pre CSSI determination) environment for all rainfall events up to and including the 100-year ARI event.	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.
<b>E27</b>	The CSSI must be designed, constructed and operated so as to:			
<b>a)</b>	maintain the <i>NSW Water Quality Objectives</i> where they are being achieved as at the date of this approval; and	Construction	Compliant - Ongoing	Soil and Water Management Plan has been developed to ensure NSW Water Quality Objectives are being maintained throughout construction. To date, no water has been required to be discharged to the environment, rather, the minor quantity of water pooling on the project after a rain event was able to be reused as dust suppression or construction water (e.g. landscaping etc).
<b>b)</b>	contribute towards achievement of the <i>NSW Water Quality Objectives</i> over time where they are not being achieved as at the date of this approval, unless an EPL in force in respect of the CSSI contains different requirements in relation to the <i>NSW Water Quality Objectives</i> , in which case those requirements must be complied with.	Construction	Compliant - Ongoing	Soil and Water Management Plan has been developed to ensure NSW Water Quality Objectives are being maintained throughout construction. To date, no water has been required to be discharged to the environment, rather, the minor quantity of water pooling on the project after a rain event was able to be reused as dust suppression or construction water (e.g. landscaping etc).
<b>E28</b>	Drainage feature crossings (permanent and temporary watercourse crossings and stream diversions) and cess drains and depressions must be designed and constructed in accordance with relevant DPI guidelines.	Construction	Compliant - Ongoing	All temporary erosion and sediment controls in place, comply within the relevant DPI guidelines. All permanent drainage has been installed as per the design.
<b>E29</b>	Replacement culverts must be designed with the objective that the exit flow velocity is no greater than the exit flow velocity through the existing culvert. Where this cannot be achieved due to engineering considerations, a higher exit flow velocity is permitted provided that it does not result in impacts on soil structure or condition, or cause scouring and erosion either outside the rail corridor, or beyond the area of scour protection works where an adjacent landowner has agreed to the installation of such works on their property in accordance with Condition E32.  Where areas outside of the rail corridor currently show scour or erosion and this is directly attributable to a culvert that is to be replaced, mitigation measures be implemented to ensure stable downstream conditions, and further scouring or erosion resulting from flows exiting the replacement culvert are mitigated.	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design was submitted to DPIE and the BCD for information.
<b>E30</b>	Where it is proposed to construct new culverts along the length of the CSSI, the new culverts must be designed with the objective that:			

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
a)	flows through the new culvert must not increase the downstream lateral flood extent by more than five percent for each magnitude flood event; and	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report is currently being reviewed by the NSW government.
b)	flow velocities exiting the rail corridor must not exceed velocities that will result in impacts on soil structure or condition, or cause scouring and erosion outside the rail corridor, or beyond scour protection works where an adjacent landowner has agreed to the installation of such works on their property in accordance with Condition E32; and	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.
c)	if existing flow velocities at the boundary of the rail corridor are less than one metre per second, then design flow velocities must not exceed one metre per second, and where they are greater than one metre per second, then they must not increase by more than 20 percent	Pre-construction	Compliant	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.
E31	Prior to the installation of a new culvert, the Proponent must consult with the landowner that is located immediately downstream of the new culvert to determine the potential for impacts on the agricultural productivity of the land due to the introduction of flows. Where potential adverse impacts are identified, the Proponent must consult with the affected landowner on the management measures that will be implemented to mitigate the impacts.	Construction	Compliant - Ongoing	Where potential adverse impacts have been identified and agreed between ARTC and the affected landowner, ARTC have reached agreements with the affected landowner on the management measures that will be implemented to mitigate the impacts.
E32	All scour protection works associated with replacement culverts or the construction of new culverts must be restricted to the rail corridor, or as agreed to by the relevant land owner.	Construction	Compliant	Scour protection associated with replacement or construction of new culverts has been restricted to the rail corridor except where there has been consultation and agreement from the relevant landholder.
E33	The CSSI must not result in changes to the direction of watercourses or the direction of flood flows except within the rail corridor.	Pre-construction Construction	Compliant - Ongoing	This has been addressed in the Parkes to Narromine Flood Study Report (December 2018). The Flood Study Report has been revised to include minor design changes. The revised version of the Flood Design Report was submitted to DPIE and the BCD for information.
E34	The CSSI (including the cess drains adjacent to the new and upgraded rail track) must be designed and constructed to ensure that there is no permanent interception of, and/or connection with, groundwater.	Pre-construction	Compliant	Groundwater interface within the construction and operation of the infrastructure are assessed and detailed within the design report. All culverts are being built as per design. All temporary erosion controls are in place comply with the relevant DPI guidelines.
E35	All discharges from the cess drains adjacent to the new and upgraded track must be released at a controlled rate to prevent scour.	Pre-construction Construction	Compliant - Ongoing	Surface water velocities in relation to flooding and discharges in relation to the construction and operation of the infrastructure are assessed and detailed within the design report. All culverts are being built as per design. All temporary erosion controls are in place comply with the relevant DPI guidelines
E36	Works on waterfront land must be undertaken in accordance with the DPI guidelines for controlled activities on waterfront land.	Construction	Compliant - Ongoing	All culverts are being built as per design. All temporary erosion controls are in place comply with the relevant DPI guidelines
E37	Any recycled wastewater (including recycled/treated water) proposed for use by the project, must be fit for purpose and does not pose a risk to human health or the receiving environment.	Construction	Not Triggered	No recycled wastewater has been used to date on the project
<b>Traffic Transport and Access</b>				

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
<b>E38</b>	Construction traffic must not use local roads or privately owned roads unless no alternative access is available. Use of private access roads must be in accordance with Conditions C19, C23 and C24. Local or privately owned roads used for access to construction ancillary facilities and construction sites must be identified in the Construction Traffic, Transport and Access Management Sub-plan required by Condition C4(a).	Construction	Not Triggered	No privately-owned roads are being utilised. Only local roads and state roads are being utilised.
<b>E39</b>	A Road Dilapidation Report must be prepared for local roads and roads on private property proposed to be used by construction heavy vehicles for works associated with the CSSI before the commencement of use by such vehicles. Copies of the Road Dilapidation Report must be provided to the relevant road authority(ies) and/or landowner no later than one (1) month before the use of local roads by construction heavy vehicles.	Construction	Compliant	Copies of the Road Dilapidation Report were provided to relevant landowners and/or relevant road authorities for local and private roads one (1) month before the use of local roads by construction heavy vehicles.
<b>E40</b>	If damage to roads occurs as a result of the construction of CSSI, the Proponent must either (at the landowner's discretion):			
<b>a)</b>	rectify the damage so as to restore the road to at least the condition it was in pre-construction; or	Construction	Compliant - Ongoing	No damage has been identified to be required to be rectified as yet. Rectification will occur where required.  In some instances, work has been undertaken on roads prior to starting due to the original state of the road(s), which would not have been safe for machinery to use.
<b>b)</b>	compensate the relevant road authority(ies) and/or landowner for the damage so caused. The amount of compensation may be agreed with the relevant road authority(ies) and landowner, but compensation must be paid even if no agreement is reached.	Construction	Compliant - Ongoing	No compensation for damage has been identified to be required as yet. Rectification will occur where required.
<b>E41</b>	During construction, measures must be implemented to maintain pedestrian and vehicular access to affected properties. Alternative pedestrian and vehicular access must be developed in consultation with affected landowners. Such arrangements must be outlined in the Construction Traffic, Transport and Access Management Sub-plan required by <b>Condition C4</b> and implemented prior to the disruption.	Construction	Compliant - Ongoing	No works on the project have impacted pedestrian access. Consultation with landholders occur when works are interfacing farm gates which might be utilised.
<b>E42</b>	Where bus stops (including school bus stops) are required to be temporarily closed or relocated during construction, such closure must not occur until relocated bus stops are functioning and are within walking distance of the original bus stop. The relocation of bus stops must be undertaken in consultation with the relevant council and bus operator, and details regarding the relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.	Construction	Not Triggered	To date there has been no relocation of bus stops. Relocation of bus stops will be undertaken in consultation with the relevant council and bus operator, and details regarding the relocations provided to affected communities (and educational facilities in relation to school bus stops) at least 14 days prior to the relocation occurring.
<b>E43</b>	The Proponent must liaise with RMS prior to, and at regular intervals during, construction with the aim of developing and implementing measures aimed at reducing any potential cumulative impacts arising from the simultaneous construction of the CSSI and Newell Highway upgrade works.	Construction	Compliant - Ongoing	To date consultation occurs with Transport for NSW (formerly RMS) as required. For example, if Traffic Control Plans are updated, the Contractor liaises with Transport for NSW representatives to ensure all parties are notified.
<b>E44</b>	The Proponent must prepare a Public Level Crossing Treatment Report in consultation with Transport for NSW (including RMS) and relevant councils. The report must:	Pre-construction	Compliant	Public Level Crossing Treatment Report (February 2019) Document number 3-0001-240-DCW-00-RP-0001
<b>a)</b>	illustrate the location of all public level crossings which traverse the CSSI;	Pre-construction	Compliant	Public Level Crossing Treatment Report (February 2019) - Appendix A Document number 3-0001-240-DCW-00-RP-0002
<b>b)</b>	list, and identify on a figure, any public level crossings that will be closed or upgraded, including the type of treatment proposed where a level crossing is to be upgraded;	Pre-construction	Compliant	Public Level Crossing Treatment Report (February 2019) - Appendix A and B Document number 3-0001-240-DCW-00-RP-0003
<b>c)</b>	where no works are proposed at a public crossing, provide reason for the decision; and	Pre-construction	Compliant	Public Level Crossing Treatment Report (February 2019) Document number 3-0001-240-DCW-00-RP-0004

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
d)	provide justification for any proposed closures.	Pre-construction	Compliant	Public Level Crossing Treatment Report (February 2019) - Section 5 and Appendix C and Appendix E Document number 3-0001-240-DCW-00-RP-0005
	The assessment of level crossings must utilise the Australian Level Crossing Assessment Model (ALCAM). The process for determining the type of level crossing treatment must be consistent with the methodology outlined in Appendix H of the Submissions Report.	Pre-construction	Compliant	Public Level Crossing Treatment Report (February 2019) - Section 3.5 and Appendix B Document number 3-0001-240-DCW-00-RP-0006
	The report must also include an assessment of the road risks, consistent with the guideline Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan (NSW Roads and Traffic Authority, 2011).	Pre-construction	Compliant	Public Level Crossing Treatment Report (February 2019) - Appendix D Document number 3-0001-240-DCW-00-RP-0007
	The design of any level crossing on a public road must be endorsed by the relevant road authority.	Design	Compliant	Public Level Crossing Treatment Report (February 2019) Document number 3-0001-240-DCW-00-RP-0008. RMS approval letter can be observed in Appendix I.
E45	The Proponent must prepare a Private Level Crossing Treatment Report in consultation with landowners whose access will be affected by the closure or upgrading of a private level crossing. The report must:			Private Level Crossing Treatment Report (February 2019) Document number 3-0001-240-DCW-00-RP-0002
a)	illustrate the location of all private level crossings which traverse the CSSI;	Pre-construction	Compliant	Private Level Crossing Treatment Report (February 2019) Document number 3-0001-240-DCW-00-RP-0003
b)	list, and identify on a figure, any private level crossings that will be closed or upgraded;	Pre-construction	Compliant	Private Level Crossing Treatment Report (February 2019) Document number 3-0001-240-DCW-00-RP-0004
c)	describe the treatments that will be implemented at upgraded crossings;	Pre-construction	Compliant	Private Level Crossing Treatment Report (February 2019) Document number 3-0001-240-DCW-00-RP-0005
d)	provide justification for any proposed closures and types of treatment, including decisions where no additional treatments are proposed; and	Pre-construction	Compliant	Private Level Crossing Treatment Report (February 2019) Document number 3-0001-240-DCW-00-RP-0005
e)	provide details on the consultation undertaken with the landowners.	Pre-construction	Compliant	Level crossing at Ch 532.230 was agreed with the property owner on 26/06/2019 (Plan No 3-0001-240-DCW-00-DR-5401).  Consultation regarding private level crossing has been undertaken and is recorded in Consultation Manager.
	Closures, relocations or modifications of private level crossings, including the design of the crossing, must be agreed to by the relevant landowner prior to any work on a crossing.	Pre-construction	Compliant	See notes above
	The treatments at private level crossings must be in accordance with AS/RISSB 7658:2012 Railway Infrastructure – Railway Level Crossing.	Pre-construction	Compliant	See notes above
E46	The Public Level Crossing Treatment Report and Private Level Crossing Treatment Report must be submitted to the Secretary for information at least one (1) month prior to the closure or upgrade of a public or private level crossing, as relevant. Individual reports may be submitted for each crossing or address a group of crossings or the entire CSSI.	Pre-construction	Compliant	Private Level Crossing Treatment Report were submitted to the Secretary for information at least one month prior to the closure or upgrade of level crossings. The first Private Level Crossing Treatment Report was submitted to the Secretary on 18 February 2019, with closure of the first level crossing occurring on 1 April 2019. The Public Level Crossing Treatment Report was submitted to the Secretary for information on 1 March 2019. A request for a reduced timeframe was sent to the Secretary for the closure of two public level crossings commencing 20 March 2019. This request was approved by the Secretary on 8 March 2019, with the first closure of a public level crossing (Wards Lane) occurring on 25 March 2019.
E47	Within 12 months and 10 years of commencing operation of the CSSI, the Proponent must prepare a Level Crossing Performance Report to confirm the operational traffic impacts of the level crossings on the State and local road network. The review of the operation of the level crossings that interact with the State and local road network must be carried out in consultation with RMS and the relevant councils, and include:	Operation	Not Triggered	This condition has not been triggered during the current reporting period.
a)	updated traffic analysis of movements on these roads;	Operation	Not Triggered	This condition has not been triggered during the current reporting period.

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
b)	assessment of the level of service at these level crossings (queue length, queuing time delay);	Operation	Not Triggered	This condition has not been triggered during the current reporting period.
c)	assessment of the performance of the level crossing treatment outlined in the Public Level Crossing Treatment Report required by Condition E44;	Operation	Not Triggered	This condition has not been triggered during the current reporting period.
d)	all reported near misses and collisions at level crossings within the project area; and	Operation	Not Triggered	This condition has not been triggered during the current reporting period.
e)	mitigation measures to manage any actual or predicted road network performance impacts.	Operation	Not Triggered	This condition has not been triggered during the current reporting period.
	Mitigation measures to manage any actual or predicted road network performance impacts resulting from the construction and operation of the CSSI must be implemented within one year of the completion of each report. The Report must include an implementation plan of the identified mitigation measures. The Level Crossing Performance Report must be submitted to the Secretary, RMS and relevant councils for information within 60 days of its completion.	Operation	Not Triggered	This condition has not been triggered during the current reporting period.
<b>Property Access</b>				
E48	No part of any crossing loop may cross over any driveway, private road or public road unless agreed with the relevant landowner and any other adjacent landowner whose access is impacted by the crossing loop.	Construction	Compliant - Ongoing	E48 was triggered into two locations.  LX3621 – ARTC has come to an agreement to close the crossing permanently.  LX3646 – ARTC has reached an agreement to relocate his crossing approx. 200 metres south to avoid the crossing loop impact. See attached evidence of this agreement (Appendix J)
E49	The Proponent must maintain access to properties during the entirety of works unless an alternative access is agreed with the landowner(s) whose access is impacted by the CSSI works.	Construction	Compliant - Ongoing	Access to properties is being maintained throughout construction unless alternative access is agreed with the landowner.
E50	Where construction of the CSSI restricts a property's access to a public road, the Proponent must, until their primary access is reinstated, provide the property with temporary alternate access to the same road at the landowner's desired location, at no cost to the property landowner, unless otherwise agreed with the landowner.	Construction	Compliant - Ongoing	Access to properties is being maintained throughout construction unless alternative access is agreed with the landowner in accordance with this condition.
E51	Where construction of the CSSI restricts the ability of a resident or landowner to access other parts of their property via a level crossing, the Proponent must, until the level crossing is reinstated, supply the property with a temporary alternate level crossing access at the landowner's desired location and at no cost to the property landowner, unless otherwise agreed with the landowner.	Construction	Compliant - Ongoing	Access to properties is being maintained throughout construction unless alternative access is agreed with the landowner in accordance with this condition.
<b>Spoil Mounds</b>				
E52	Spoil Mounds are to be located:			
a)	within the existing rail corridor;	Construction	Compliant - Ongoing	To date there has been no construction of any permanent spoil mounds. All spoil mounds will be installed as per the design
b)	at least 50 metres from any watercourse or culvert or where the rail formation is predicted to be overtopped during a flood event;	Construction		
c)	at least 500 metres from any residence;	Construction		
d)	outside the line of sight of drivers approaching level crossings; and	Construction		
e)	outside the drip lines of trees located on private property.	Construction		
	<i>Note: For the purpose of Condition E52(e), the Proponent must not affect trees outside of the rail corridor for the purpose of preventing those trees' driplines overhanging spoil mounds.</i>			
E53	Spoil mounds are to comply with the following requirements:			
a)	maximum height must not exceed the top height of the upgraded rail line;	Construction	Compliant - Ongoing	To date there has been no construction of any permanent spoil mounds. All spoil mounds will be installed as per the design
b)	not result in the clearing or covering of native vegetation beyond that described in the EIS and Submissions Report;	Construction		



No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
c)	not result in heritage impacts beyond that described in the EIS and Submissions Report;	Construction		
d)	not result in additional changes to the upstream flooding regime beyond those described in the EIS and Submissions Report;	Construction		
e)	not affect the downstream flood regime;	Construction		
f)	not impede the flow of water through culverts;	Construction		
g)	not contain any contaminated soil classified as unsuitable for the proposed land use, acid sulphate soils or green waste;	Construction		
h)	are to be stabilised during construction of the CSSI; and	Construction		
i)	are to be stabilised prior to operation of the CSSI.	Construction		
Landscape and Visual Amenity				
E54	The construction and operation of the parts of the project located within 200 kilometres of the Siding Spring Observatory, must comply with the ‘Good Lighting Design Principles’ as described in the Department’s ‘Dark Sky Planning Guideline’.	Construction	Compliant - Ongoing	All lights are switched off at the end of the shift within the compounds and the vast majority of work occurs within daylight hours. Mitigation measures in place for the night works include using spotlight type lighting towers and ensuring they were positioned in a manner which faced away from sensitive receivers and pointing downwards towards the works.
E55	The Proponent must construct and operate the CSSI with the objective of minimising light spillage to residences. All lighting associated with the construction and operation of the CSSI must be consistent with the requirements of Australian Standard 4282-1997 Control of the obtrusive effects of outdoor lighting. Notwithstanding, the Proponent must provide mitigation measures to manage any residual night-lighting impacts to protect residences adjoining or adjacent to the CSSI, in consultation with affected landowners.	Construction	Compliant - Ongoing	All lights are switched off at the end of the shift within the compounds and the vast majority of work occurs within daylight hours. Mitigation measures in place for the night works include using spotlight type lighting towers and ensuring they were positioned in a manner which faced away from sensitive receivers and pointing downwards towards the works.
E56	The Proponent must consult with all landowners whose visual amenity from their residence is identified highly impacted by the CSSI (as per Table 5 of Technical Report 10 in the EIS) to determine the mitigation measures that will be implemented to maintain visual amenity. The Proponent must come to an agreement with the landowner on the mitigation measures and implement the measures prior to the operation of the CSSI.	Construction	Compliant - Completed	ARTC has worked with residents whose visual amenity was assessed as being highly impacted and has negotiated mitigation measures with landholders, which have been implemented.
Heritage				
E57	The Proponent must not destroy, modify or otherwise physically affect any heritage items, including human remains, outside of the CSSI construction boundary.	Construction	Compliant	No heritage items outside of the CSSI boundary have been impacted.
E58	The Proponent must not to harm, modify, or otherwise impact human remains uncovered during the construction of the CSSI.	Construction	Compliant	No human remains have been discovered in the construction of the Project.
E59	Identified impacts to heritage items must be minimised through both design and construction. The measures for ensuring this are to be detailed in the Construction Heritage Management Sub-Plan required by Condition C4(f).	Construction	Compliant - Ongoing	The Heritage Management Plan has been implemented throughout construction, including measures to mitigate any impacts to heritage.
Non-Aboriginal Heritage				
E60	The Proponent must implement management measures to ensure that Wyanga Cottage is not directly or indirectly impacted by the construction of the CSSI.	Construction	Compliant - Ongoing	Temporary barrier fencing has been installed around for the duration of construction; Wyanga cottage has been flagged off as a no-go area. Vibration monitoring is also undertaken during various construction works which are occurring in the vicinity of Wyanga Cottage.
E61	The Proponent must undertake Heritage Photographic Archival Recordings of potential heritage items associated with the existing rail line (including culverts/underbridges with timber components and former rail station sites) which have been identified for demolition in the EIS and Submissions Report. The photographic recording must be undertaken in accordance with ARTC’s Archival Recording Standard.	Construction	Compliant	Inland Rail: Parkes to Narromine - Heritage Photographic Archival Recording Catalogue and Index issued in February 2019
Aboriginal Heritage				

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
E62	The Proponent must not destroy, modify or otherwise physically affect AHIMS site 35-3-0207 (scarred tree).	Construction	Compliant	No impact has occurred to AHIMS site 35-3-0207.
E63	The Proponent must implement measures to attempt to avoid impacts to AHIMS sites 35-3-0206, 35-3-0208 and 43-3-0111. If impacts to the sites cannot be avoided, the Proponent must provide for an appropriately qualified archaeological heritage consultant and registered Aboriginal stakeholder to record and collect any artefacts at the sites which will be affected by the construction of the SSI, prior to the commencement of any works that will impact on the sites. The artefacts must be lodged in a keeping place as required by Condition C8 and the safe keeping place must be identified in the Construction Heritage Management Sub-plan required by Condition C4(f).	Construction	Compliant - Ongoing	<p>Surface collection of AHIMS ID 43-3-0111 occurred on 24 July 2019 by an appropriately qualified archaeological heritage consultant and registered Aboriginal stakeholder.</p> <p>No impact will occur to the AHIMS Sites 35-3-0206, 35-3-0208 as part of the Parkes to Narromine Project as these sites are located outside the Construction Impact Zone.</p>
E64	In the event that the previously recorded AHIMS sites 35-6-0062, 35-6-0063 and 35-6-0065 are located within the CSSI boundary and will be directly impacted by the construction of the CSSI, the Proponent must provide for an appropriately qualified archaeological heritage consultant and registered Aboriginal stakeholder to record and collect any artefacts at the sites which will be affected by the construction of the SSI, prior to the commencement of any works that will impact on the sites. The artefacts must be lodged in a keeping place as required by Condition C8 and the safe keeping place must be identified in the Construction Heritage Management Sub-plan required by Condition C4(f).	Construction	Compliant	Due Diligence archaeological surveys were undertaken for AHIMS sites 35-6-0062, 35-6-0063 and 35-6-0065 on 24 July 2019. These three sites were located in an existing gas pipeline easement. Surveys of the areas were undertaken to identify any artefacts remaining following the gas pipeline works. Two artefacts were identified that were likely associated with site 35-6-0063. These artefacts were recorded and collected. Site inspections of the gas pipeline easement near sites 35-6-0062 and 35-6-0065 did not result in collection of any Aboriginal objects and it was assessed that these locations were likely destroyed during construction of the gas pipeline. The locations of these sites were not within the construction footprint.
<b>Land Use and Property</b>				
<b>Building Condition Survey</b>				
E65	The Proponent must undertake dilapidation surveys on the current condition of surface and sub-surface structures owned by third parties and identified at risk from vibration. The dilapidation surveys must be prepared by a suitably qualified and experienced person(s).	Construction	Compliant	<p>The following buildings which were identified within the CNVIS have had a dilapidation survey performed:</p> <ul style="list-style-type: none"> <li>- Goonumbla Siding</li> <li>- Alectown Silo</li> <li>- Mickibri Silo</li> <li>- Peak Hill Silo</li> <li>- 'Carrabran' house (corner of Whitten Park Road)</li> <li>- Tomingley Siding</li> <li>- Wyanga Cottage</li> <li>- Wyanga Siding</li> <li>- Narwonah Siding</li> </ul>
E66	The results of the dilapidation surveys must be provided to the relevant owners of surface and sub-surface structures for review prior to the commencement of potentially impacting works.	Construction	Compliant	Results of dilapidation surveys have been provided to the relevant owners of surface and sub-surface structures for review prior to the commencement of potentially impacting works.
E67	Subsequent dilapidation surveys must be undertaken to assess damage to the surface and sub-surface structures that may have resulted from the construction of the CSSI within three months of the completion of construction, unless otherwise agreed by the Secretary.	Post-Construction	–Not Triggered	Constructions works have not yet been completed during the monitoring period for subsequent dilapidation surveys to be undertaken.

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
E68	The results of the subsequent dilapidation surveys for each surface and sub-surface structure surveyed must be provided to the relevant owners of the structures within one (1) month of undertaking the surveys.	Post-Construction	Not Triggered	Constructions works have not yet been completed during the monitoring period for subsequent dilapidation surveys to be undertaken and provided to the relevant owners.
E69	The Proponent must carry out rectification at its expense and to the reasonable requirements of the surface and sub-surface structure owner(s) within three (3) months of completion of the post-dilapidation surveys unless otherwise agreed with the owner of the affected surface and sub-surface structure.	Post-Construction	Not Triggered	Constructions works have not yet been completed during the monitoring period for subsequent dilapidation surveys to be undertaken to determine rectification works to be undertaken (if any).
<b>Sustainability</b>				
E70	The CSSI must achieve a minimum 'excellent' rating for both 'Design' and 'As built', under the Infrastructure Sustainability Council of Australia infrastructure rating tool, or through the use of an equivalent process.	Design Construction Operation	Compliant - Ongoing	The P2N package is targeting an As Built ISCA score of excellent. The project is on track to provide its targeted ISCA contribution by the end of construction.
<b>Soils</b>				
E71	All reasonably practicable erosion and sediment controls must be installed and appropriately maintained to minimise any water pollution. When implementing such controls, any relevant guidance in the <i>Managing Urban Stormwater</i> series must be considered.	Construction	Compliant - Ongoing	Erosion and sediment controls are being installed and managed in accordance with the Managing Urban Stormwater Series. INLink have also engaged a Soil Conservationist to provide advice to the project as assist in developing Erosion and Sediment Control Plans (ESCP's). The Soil Conservationist is a Certified Practitioner in Erosion and Sediment Control (CPESC). All erosion controls are regularly maintained as construction works progress.
<b>Contaminated Sites</b>				
E72	In the event that soils suspected to be contaminated are unexpectedly found, the Proponent must engage a suitably experienced and qualified contaminated land consultant to undertake further investigations to determine the type and extent of any contamination. The investigation must be undertaken in accordance with guidelines made or approved under the Contaminated Land Management Act 1997 (NSW). The results of the investigation must be documented in a Site Contamination Assessment Report.	Construction	Not Triggered	INLink have contracted Premise Pty Ltd to undertake all activities in regard to contaminated land.  To date, no unexpected contaminated soils have been discovered.
E73	Where the results of the site investigations indicate that the contamination poses unacceptable risks to human health or the environment under either the present or proposed land use, the Proponent must engage a suitably experienced and qualified contaminated land consultant to develop and implement any necessary remediation measures. The remediation measures must be documented in a Remediation Report.	Construction	Not Triggered	To date, no contaminated soils have been discovered.
E74	If remediation is required under Condition E73, A Site Audit Statement and Site Audit Report must be prepared by a NSW EPA Accredited Site Auditor. Contaminated land must not be used for the purpose approved under the terms of this approval until a Site Audit Statement is obtained that declares the land is suitable for that purpose and any conditions on the Site Audit Statement have been complied with.	Construction	Not Triggered	To date, no contaminated soils have been discovered.  If contamination is discovered, remediation will be undertaken as per advice provided by the contaminated land consultant
E75	A copy of the Site Audit Statement and Site Audit Report must be submitted to the Secretary and relevant council(s) for information no later than one (1) month before the commencement of operation.	Construction	Not Triggered	Noted
E76	Nothing in Conditions E72 to E74 prevents the Proponent from preparing a single Site Contamination Report or Remediation Report or obtaining a single Site Audit Statement and Site Audit Report for the entire CSSI.		Not Triggered	Noted
<b>Air Quality</b>				

No.	Condition of Approval	Timeframe/ Stage	Compliance Status	Evidence/Notes
E77	In addition to the performance outcomes, commitments and mitigation measures specified in the EIS and the Submissions Report, all practicable measures must be implemented to minimise the emission of dust and other air pollutants during the construction and operation of the CSSI.	Construction	Compliant - Ongoing	<p>Air quality monitoring is being carried out generally in accordance with the Air Quality Management Plan and is summarised within section 3.3 of the Six-Monthly Compliance report.</p> <p>Dust suppression is being undertaken on an ongoing basis and will continue throughout dust generating activities.</p>
<b>Waste</b>				
E78	Waste generated during construction and operation is to be dealt with in accordance with the following priorities:			
a)	waste generation is to be avoided and where avoidance is not reasonably practicable, waste generation is to be reduced;	Construction	Compliant - Ongoing	All materials such as steel are purchased as per design. Items such as structural fill and ballast are purchased as needed. Rail, soil and scrap metal are reused where possible. Recycling bins are also used by the project.
b)	where avoiding or reducing waste is not possible, waste is to be re-used, recycled, or recovered in accordance with the requirements of the <i>Protection of the Environment Operations Act 1997</i> and its regulations; and	Construction	Compliant - Ongoing	INLink and ARTC are currently undertaking significant testing on the old timber sleepers to determine whether the sleepers meet the reuse criteria under the Resource Recovery Order under Part 9, Clause 93 of the Protection of the Environment (Waste) Regulation 2014 - The ARTC waste timbers order December 2018
c)	where re-using, recycling or recovering waste is not possible, waste is to be treated or disposed of at a waste management facility or premise lawfully permitted to accept the materials or in accordance with a Resource Recovery Exemption or Order issued under the <i>Protection of the Environment Operations (Waste) Regulation 2014</i> , or to any other place that can lawfully accept such waste.	Construction	Compliant - Ongoing	<p>All waste that is unable to be reused on site is sent to one of the following facilities:</p> <ul style="list-style-type: none"> <li>- Parkes Shire Waste Facility</li> <li>- Narromine Shire Waste Facility</li> <li>- Whylandra Waste and Recycling Centre</li> <li>- Environmental Treatment Solutions Pty Ltd – Blayney</li> <li>- Cowra Waste Facility</li> </ul>
E79	Waste generated outside the site must not be received at the site for storage, treatment, processing, reprocessing, or disposal on the site, except as expressly permitted by a licence or waste exemption under the <i>Protection of the Environment Operations Act 1997</i> , if such a licence is required in relation to that waste.	Construction	Compliant - Ongoing	No waste generated outside the project has been received or stored within the premise area
E80	All waste generated during construction and operation must be classified in accordance with the EPA's <i>Waste Classification Guidelines</i> , with appropriate records and disposal dockets retained for audit purposes	Construction	Compliant	During the reporting period all waste has been classified appropriately in accordance with the EPA's <i>Waste Classification Guidelines</i> , with appropriate records and disposal dockets retained for audit purposes.

Appendix B Noise Monitoring Results

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
8/01/2020	EIS Location 3 approx. Ch. 515.3	Attended	Compliance Monitoring	No works occurring in the area	9:30am	Day Standard	35	NA	42.2	74	7km/h	Noise exceedance deemed not to be caused by construction activities as no works were occurring. Frequent bird noises interrupted noise monitoring
8/01/2020	EIS Location 2 approx. Ch. 528.5	Attended	Compliance Monitoring	Culvert works and earthworks between Ch. 528.7-ch528.9	10:15am	Day Standard	35	68	56.2	82.5	22km/h	Noise exceedance deemed not to be caused by construction activities. Wind and passing traffic interfered with noise monitoring.
8/01/2020	EIS Location 1 approx. Ch. 546.6	Attended	Compliance Monitoring	Earthworks at Narwonah LX	11:20am	Day Standard	35	52	45.1	59.8	26km/h	Noise exceedance deemed not to be caused by construction activities. Windy conditions interfered with noise monitoring
8/01/2020	EIS Location 4 37 Station Ln	Attended	Compliance Monitoring	No works	2:45pm	Day Standard	35	NA	53.4	70.8	22km/h	Noise exceedance deemed not to be caused by construction activities. Windy conditions and road traffic interfered with monitoring. No works occurring
9/01/2020	EIS Location 5 1 Jackson Street	Attended	Compliance Monitoring	No works	12:30pm	Day Standard	35	NA	41.8	53.7	19km/h	Noise exceedance deemed not to be caused by construction activities. Highway, birds and wind interfered with monitoring. No works occurring
10/01/2020	696 Back Trundle RD - Spot Check	Attended	Compliance Monitoring	Nth and Sth of Back Trundle RD LX	12:15pm	Day Standard	35	54	54.9	70.2	33km/h	Winds of N30km/h, gust of 33km/h. Majority of noise picked up was from high winds. Minor construction noise picked up from Semi Trailers traversing the alignment and Back Trundle RD with material for site.
13/01/2020	EIS location 6 - 60 Trewilga Road	Attended	Compliance Monitoring	No works	10:55am	Day Standard	35	NA	56.1	85.6	24km/h	Noise exceedance deemed not to be caused by construction activities. Windy conditions and highway traffic interfered with noise monitoring (wind 24km/h)
13/01/2020	EIS Location 7 - Ch. 468km	Attended	Compliance Monitoring	No works	10:25am	Day Standard	35	NA	55.8	74.7	30km/h	Noise exceedance deemed not to be caused by construction activities. Windy conditions interfered with noise monitoring (wind 30km/h)
14/01/2020	Verellen 559 Tomingley W Rd, Tomingley	Attended	Compliance Monitoring	In front of Tomingley W silos	9:35am	Day Standard	35	57	63.9	86.8	22km/h	Interference from road traffic, wind and birds (wind 22km/h). When these noises were absent, works were recorded as being between 37 and 39dB.



Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
14/01/2020	884 Wyanga Road, Narromine	Attended	Compliance Monitoring	In front of Wyanga compound/silos	10:30am	Day Standard	35	53	50	68.3	26km/h	Interference from wind (26km/h)
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 10:28	Day Standard	35	57	49.3	84.3	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 10:43	Day Standard	35	57	55	76	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 10:58	Day Standard	35	57	44.7	61.2	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 11:13	Day Standard	35	57	40.4	58.2	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 11:28	Day Standard	35	57	53.2	75	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 11:43	Day Standard	35	57	55	81.2	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.

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14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 11:58	Day Standard	35	57	47.4	70.5	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 12:13	Day Standard	35	57	55.3	82.2	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 12:28	Day Standard	35	57	38.8	55.8	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 12:43	Day Standard	35	57	36.4	50.5	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 12:58	Day Standard	35	57	41.8	65.5	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 13:13	Day Standard	35	57	37.6	57.2	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 13:28	Day Standard	35	57	39.8	63.4	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
												tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 13:43	Day Standard	35	57	47.8	71.3	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 13:58	Day Standard	35	57	48.3	60.2	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 14:13	Day Standard	35	57	53.2	66	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
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Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
												evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 15:13	Day Standard	35	57	37.5	54.2	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 15:28	Day Standard	35	57	34.9	49.8	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 15:43	Day Standard	35	57	36.2	54	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 15:58	Day Standard	35	57	37.8	54.9	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 16:13	Day Standard	35	57	34.5	48.2	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 16:28	Day Standard	35	57	36.3	51.2	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.



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14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 16:43	Day Standard	35	57	38.8	57.6	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 16:58	Day Standard	35	57	37.9	62.7	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 17:13	Day Standard	35	57	35.9	51.4	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 17:28	Day Standard	35	57	37.7	58.3	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 17:43	Day Standard	35	57	35	53.1	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	Ongoing rail installation works on alignment Sth of Peak Hill Compound in front of silo's.	14/01/2020 17:58	Day Standard	35	57	37.4	53.8	11km/h	Noise exceedance deemed not to be caused by construction activities. Average Leq 15m recorded over this time was 39 dB. Calculated Predicted Noise Level during working hours by working out noise from a rail tamper being 100m away from the monitor, which would be representative of the works occurring. Leq 15 did not fluctuate significantly when compared to working hours, evening hours or night hours showing that impact from works was minimal.
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 18:13	Evening	35	N/A	37	55.7	11km/h	No works



Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 18:28	Evening	35	N/A	38.5	60.3	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 18:43	Evening	35	N/A	34.9	55.1	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 18:58	Evening	35	N/A	36.4	55	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 19:13	Evening	35	N/A	40	57.5	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 19:28	Evening	35	N/A	41.3	57.1	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 19:43	Evening	35	N/A	38.7	65.1	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 19:58	Evening	35	N/A	39.2	56.9	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 20:13	Evening	35	N/A	34.9	44.3	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 20:28	Evening	35	N/A	35	43.2	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 20:43	Evening	35	N/A	35.1	43.5	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 20:58	Evening	35	N/A	33.8	44	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 21:13	Evening	35	N/A	38.3	55.8	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 21:28	Evening	35	N/A	35.1	44	11km/h	No works

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 21:43	Evening	35	N/A	34.8	45.3	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 21:58	Evening	35	N/A	34.6	45	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 22:13	Night	35	N/A	35.3	46	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 22:28	Night	35	N/A	37.1	47.7	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 22:43	Night	35	N/A	39.7	54.5	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 22:58	Night	35	N/A	45.1	67.3	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 23:13	Night	35	N/A	41.9	57.5	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 23:28	Night	35	N/A	40.2	54.3	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 23:43	Night	35	N/A	40	58.5	11km/h	No works
14/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	14/01/2020 23:58	Night	35	N/A	40.8	54.7	11km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 0:13	Night	35	N/A	40	54.6	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 0:28	Night	35	N/A	38	52.8	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 0:43	Night	35	N/A	42	62.9	26km/h	No works

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 0:58	Night	35	N/A	44	60.7	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 1:13	Night	35	N/A	45.1	60.7	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 1:28	Night	35	N/A	45.1	59.3	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 1:43	Night	35	N/A	43.9	59.3	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 1:58	Night	35	N/A	45.4	62.9	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 2:13	Night	35	N/A	40.6	57.6	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 2:28	Night	35	N/A	40.3	55.4	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 2:43	Night	35	N/A	42.4	60.3	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 2:58	Night	35	N/A	40.7	60	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 3:13	Night	35	N/A	41.4	56.4	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 3:28	Night	35	N/A	41.4	58.2	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 3:43	Night	35	N/A	43.3	59.7	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 3:58	Night	35	N/A	42.7	59.2	26km/h	No works

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 4:13	Night	35	N/A	43.9	63.4	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 4:28	Night	35	N/A	43.9	63.3	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 4:43	Night	35	N/A	42.4	64.6	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 4:58	Night	35	N/A	39.1	49.7	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 5:13	Night	35	N/A	39.6	61	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 5:28	Night	35	N/A	45.2	69.2	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 5:43	Night	35	N/A	41.4	57.6	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 5:58	Night	35	N/A	40.2	62.4	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 6:13	Night	35	N/A	42.9	61.1	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 6:28	Night	35	N/A	40.1	53.6	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 6:43	Night	35	N/A	41.6	61.3	26km/h	No works
15/01/2020	Across alignment from Peak Hill Silo's in front of Bingara St, Peak Hill, NSW 2869	Continuous	Complaint Monitoring	No Works	15/01/2020 6:58	Night	35	N/A	42.7	57.9	26km/h	No works
15/01/2020	EIS 13 - Goobang Junction, Parkes approx. Ch. 449km	Attended	Compliance Monitoring	No works	8:10am	Day Standard	35	NA	50.2	78.5	24km/h	Noise exceedance deemed not to be caused by construction activities. Wind NE 24km/h. No works - construction noise

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
												from wind, neighbouring offsite business and Brolgan RD traffic.
15/01/2020	EIS Location 15 (450km)	Attended	Compliance Monitoring	Brolgan Road LX and alignment Nth	9:20am	Day Standard	35	65	65.1	79.4	24km/h	Construction works contributed to the increase in noise however there was significant background interference as well. Wind NE 24km/h. Large amount of work activity in the area, with numerous passing of Truck and Dogs, as well as Water Carts within 10m of the monitoring location.
22/01/2020	EIS Location 8 - within the rail alignment at 478.15km	Attended	Compliance Monitoring	No works occurring in the area	12:25pm	Day Standard	35	NA	34.7	57.5	30km/h	Noise exceedance deemed not to be caused by construction activities. No works occurring and no exceedances
22/01/2020	EIS Location 9 - within rail alignment at 468.5km	Attended	Compliance Monitoring	Wards Lane Nth to Alectown	11:40am	Day Standard	35	61	60.7	70	35km/h	Construction works contributed to the increase in noise however there was significant background interference as well. Grader working in the area for the duration of the monitoring approx. 15m, away directly on the other side of the track/culvert.
21/01/2020	884 Wyanga Rd, Narromine	Attended	Compliance Monitoring	Wyanga Silos South	1:00pm	Day Standard	35	59	44	73.4	16km/h	Did not exceed predicted noise limit.
24/01/2020	34 Mingelo Rd, Peak Hill	Attended	Compliance Monitoring	20m either side of Coradgery Rd LX	12:40pm	Day Standard	35	57	61.8	86.3	17km/h	Interference from road traffic and wind caused noise level to exceed. High rail excavators were only idling during monitoring.
27/01/2020	Stanleigh, Brolgan Road Parkes NSW	Attended	Compliance Monitoring	Signalling works at the Brolgan and Coopers Road Level Crossings	9:29am	Out of hours day	35	34	47.2	74.5	13km/h	Out of hours work being conducted under a community agreement. Noise exceedance deemed not to be caused by construction activities. No construction works could be heard. Birds constant throughout monitoring. Public vehicles driving past.
29/01/2020	119 Lindner Street, Peak Hill	Attended	Compliance Monitoring	Adjacent to Peak Hill Compound	9:40am	Day Standard	35	63	44.3	67.9	6km/h	LAeq did not exceed predicted noise limit. Some interference from birds and trucks on Mingelo street/Coradgery Road.
30/01/2020	EIS location 10 - 503 Nanardine Ln Parkes approx. Ch. 457.7km	Attended	Compliance monitoring	Alignment Sth Nanardine Lane - Grader trimming embankment.	1:40pm	Day Standard	35	70	67.7	78.6	24km/h	Construction works contributed to the increase in noise however there was significant background interference as well. Grader operating within 10m of the monitor on top of the alignment, with numerous passing from the water cart within the same distance.



Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
30/01/2020	EIS location 11 - approx. Ch. 454.7km	Attended	Compliance monitoring	No works occurring in the area	2:02pm	Day Standard	35	NA	39.2	54.1	15km/h	Noise exceedance deemed not to be caused by construction activities. No work in area at time of monitoring. All noise picked up was from wind gusts.
30/01/2020	EIS 12 - Henry Parkes Way LX approx. Ch. 452.5km	Attended	Compliance monitoring	No works occurring in the area	2:25pm	Day Standard	35	NA	51.2	67.3	30km/h	Noise exceedance deemed not to be caused by construction activities. No work in area at time of monitoring. All noise picked up was from wind gusts and HPW traffic.
30/01/2020	EIS 14 - Broken Hill Line, Parkes approx. Ch. 457km	Attended	Compliance Monitoring	No works - offsite location	3:10pm	Day Standard	35	NA	34	68.5	18km/h	Noise exceedance deemed not to be caused by construction activities. No works in area - location offsite.
4/02/2020	Tomingley Silo's	Attended	Compliance Monitoring	Tomingley Nth Alignment - conditioning material, load out of sleepers, compaction of alignment	11:57am	Day Standard	35	69	65.1	80.2	41km/h	10+ pieces of plant within 200m of the monitoring location, very active work site. High winds of E33km/h with gusts of 41km/h. Noise calculator used to estimate the dBA, considering how close plant was to monitoring location.
4/02/2020	467 Whitton Park RD, Peak Hill	Attended	Compliance Monitoring	Whitton Park RD LX - Signalling Works	1:29pm	Day Standard	35	49	42.8	69.8	9km/h	Winds SSE 9km/h. Monitoring conducted 10m away from the works. Majority of noise picked up was from 4x labourers communicating (yelling) to each other for safe work purposes.
7/02/2020	EIS Location 4 37 Station Ln	Attended	Compliance Monitoring	Coradgery Rd to Whitton Park rd.	11:30am	Day Standard	35	67	53.2	66.4	17km/h	Noise exceedance deemed not to be caused by construction activities. Wind E 17km/h. Laeq exceeded background noise limit but did not exceed predicted noise limit for tamping and regulating. Birds, wind and nearby road traffic interfered with noise levels early in the test.
7/02/2020	EIS Location 5 1 Jackson Street	Attended	Compliance Monitoring	Coradgery Rd to Whitton Park rd.	12:00pm	Day Standard	35	65	49.9	73.4	17km/h	Noise exceedance deemed not to be caused by construction activities. Wind E 17km/h. Laeq exceeded background noise limit but did not exceed predicted noise limit for tamping and regulating. Birds, wind and nearby road traffic interfered with noise levels early in the test.
6/02/2020	EIS location 6 - 60 Trewilga Road	Attended	Compliance Monitoring	Trewilga LX	7:25am	Day Standard	35	50	49	64.3	22km/h	Noise exceedance deemed not to be caused by construction activities. Wind E 22km/h. Laeq exceeded background noise limits but did not exceed predicted noise limits. Birds and highway traffic interfered with noise monitoring.

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
6/02/2020	EIS Location 7 - Ch. 468km	Attended	Compliance Monitoring	Ch. 468 LX	8:00am	Day Standard	35	61	52.7	82.5	22km/h	Noise exceedance deemed not to be caused by construction activities. Wind E 22km/h. Laeq exceeded background noise limits but did not exceed predicted noise limits. Wind and birds interfered with noise monitoring.
12/02/2020	35-37 Bingara St, Peak Hill	Attended	Compliance Monitoring	Rail alignment Whitton LX to Peak Hill Compound (Ballast adjustment)	12:00pm	Day Standard	35	60	50.5	68	15km/h	Exceeded background noise limits, but not predicted noise levels. Ballast adjustment was in close proximity (within 80m) of the resident.
12/02/2020	Peak Hill Silo's	Attended	Compliance Monitoring	Rail alignment Whitton LX to Peak Hill Compound (Ballast adjustment)	12:20pm	Day Standard	70	72	39.7	63.3	13km/h	No exceedances. Ballast adjustment was 300m away from site.
13/02/2020	EIS Location 1 approx. Ch. 546.6	Attended	Compliance Monitoring	No works	11:45am	Day Standard	35	N/A	40.1	59.6	26km/h	Noise exceedance deemed not to be caused by construction activities. No works due to rain. Windy conditions caused Laeq to exceed background noise limits (wind E 26km/h)
13/02/2020	EIS Location 2 approx. Ch. 528.5	Attended	Compliance Monitoring	No works	11:05am	Day Standard	35	N/A	52.7	76.3	24km/h	Noise exceedance deemed not to be caused by construction activities. No works due to rain. Windy conditions caused Laeq to exceed background noise limits (wind ENE 24km/h)
13/02/2020	EIS Location 3 approx. Ch. 515.3	Attended	Compliance Monitoring	No works	10:30am	Day Standard	35	N/A	43.8	59.2	24km/h	Noise exceedance deemed not to be caused by construction activities. No works due to rain. Windy conditions caused Laeq to exceed background noise limits (wind ENE 24km/h)
19/02/2020	EIS Location 8 - within the rail alignment at 478.15km	Attended	Compliance Monitoring	No works occurring in the area	1:05pm	Day Standard	35	NA	48.6	63.6	33km/h	Noise exceedance deemed not to be caused by construction activities. No works in immediate area. Windy conditions (WSW 28km/h with gusts of 33km/h).
19/02/2020	EIS Location 9 - within rail alignment at 468.5km	Attended	Compliance Monitoring	No works occurring in the area	2:15pm	Day Standard	35	NA	41	56	35km/h	Noise exceedance deemed not to be caused by construction activities. No works in immediate area. Windy conditions (SW 30km/h with gusts of 35km/h).

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
20/02/2020	EIS location 10 - 503 Nanardine Ln Parkes approx. Ch. 457.7km	Attended	Compliance monitoring	Alignment Sth Nanardine Lane - Grader trimming, earth movement and dust suppression	11:45am	Day Standard	35	67	59.1	78.1	22km/h	Construction works contributed to the increase in noise however there was significant background interference as well. Very active area with frequent moxy's passing within 15m of the monitor. Windy conditions (S 20km/h with gusts of 22km/h). Noise calculator used to calculate predicted noise level, depending on what equipment was operating and how close it was to the monitor for the monitoring duration.
20/02/2020	EIS location 11 - approx. Ch. 454.7km	Attended	Compliance monitoring	No works occurring in the area	12:20pm	Day Standard	35	64	58.3	79.9	22km/h	No works
20/02/2020	EIS 12 - Henry Parkes Way LX approx. Ch. 452.5km	Attended	Compliance monitoring	No works occurring in the area	12:50pm	Day Standard	35	66	54.2	69.5	20km/h	No works
21/02/2020	Verellen 559 Tomingley W Rd, Tomingley	Attended	Compliance monitoring	Structural fill - compaction directly in front of resident	11:00am	Day Standard	35	57	58.9	78.1	13km/h	Cars passing on Peak Hill Railway Rd caused noise level spikes 10-15dB higher than what machines were producing. Without interference from road, noise level would have been compliant with predicted noise level.
21/02/2020	Tullamore Road, Peak Hill	Attended	Compliance monitoring	Coradgery Rd to Bulgandramine Rd	11:50am	Day Standard	35	55	50.4	75.5	13km/h	Noise levels recorded were compliant with predicted noise levels.
24/02/2020	EIS Location 5 1 Jackson Street	Attended	Compliance monitoring	Whitton Park Rd to Coradgery Rd	10:35am	Day Standard	35	34	40.4	60.6	9km/h	Birds and highway traffic interfered with noise levels. However, power tools were recorded at noise levels between 35 and 40dB which is over the predicted noise levels for this activity. Without interference from birds and highway, the noise levels would have likely averaged out to be compliant with predicted noise levels.
24/02/2020	Tullamore Road, Peak Hill	Attended	Compliance monitoring	Coradgery Rd to Bulgandramine Rd	11:20am	Day Standard	35	46	57.4	81.3	9km/h	The activity monitored did not account for a small dozer which appeared a few minutes into monitoring. The small dozer contributed significantly to noise levels. Passing traffic (within 5m of monitoring location) also interfered significantly with noise levels. Grader occasionally exceeded predicted noise level whilst turning around.
27/02/2020	EIS 13 - Goobang Junction, Parkes approx. ch 449km	Attended	Compliance Monitoring	No works	10:00am	Day Standard	35	NA	42.7	58.6	13km/h	Noise exceedance deemed not to be caused by construction activities.

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
												No works - construction noise from wind, neighbouring offsite business and Brolgan RD traffic.
27/02/2020	EIS 14 - Broken Hill Line, Parkes approx. Ch. 457km	Attended	Compliance Monitoring	No works - offsite location	10:35am	Day Standard	35	NA	46.1	73.6	13km/h	Noise exceedance deemed not to be caused by construction activities. No works - offsite location, noise from wind, birds and Brolgan RD traffic
27/02/2020	EIS Location 15 (450km)	Attended	Compliance Monitoring	Brolgan Road LX and alignment Nth	9:15am	Day Standard	35	70	64.8	80.8	8km/h	Construction works contributed to the increase in noise. Wind SSE 8km/h. Large amount of work activity in the area - with full concrete crew passing monitoring area to set up at second culvert 100m away, as well as grader work on the Brolgan RD LX
9/03/2020	EIS Location 1 approx. Ch. 546.6	Attended	Compliance Monitoring	Excavation (500m) and culvert works/steel fixing (500m)	11:35am	Day Standard	35	39	43.5	61.4	32km/h	Windy conditions interfered with monitoring. Street sweeper drove past on the road and interfered with noise monitoring.
9/03/2020	EIS Location 2 approx. Ch. 528.5	Attended	Compliance Monitoring	Dewatering works (20m) and grader (300m)	12:30pm	Day Standard	35	55	54.5	68	15km/h	Dewatering occurring 20m from monitoring location, earthworks/grading occurring 300m away
9/03/2020	EIS Location 3 approx. Ch. 515.3	Attended	Compliance Monitoring	No works	1:15pm	Day Standard	35	N/A	43.2	66.5	15km/h	No works
9/03/2020	EIS Location 4 37 Station Ln	Attended	Compliance Monitoring	Tamping	8:15am	Day Standard	35	67	48.9	60	11km/h	BOM reported wind as only 11km/h however it was very windy on-site, and wind contributed to the exceedance of NML. Tampers could be heard only when wind was low.
9/03/2020	EIS Location 5 1 Jackson Street	Attended	Compliance Monitoring	Tamping	8:50am	Day Standard	35	62	56	69.2	11/km/h	BOM reported wind as only 11km/h however it was very windy on-site, and wind contributed to the exceedance of NML. Tamper started engine only 50m from monitoring location and was undergoing prestart checks for the rest of the monitoring period.
10/03/2020	EIS location 6 - 60 Trewilga Road	Attended	Compliance Monitoring	No works	8:55am	Day Standard	35	N/A	50.1	67.7	7km/h	Highway was very audible during test. Some interference from birds and wind also.
10/03/2020	EIS Location 7 - Ch. 486km	Attended	Compliance Monitoring	No works however smooth drum roller drove up the corridor during test	8:25am	Day Standard	35	54	47.9	64.1	7km/h	Highway was very audible during test. Some interference from birds and wind also. Laeq would have exceeded without the smooth drum roller driving past.

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
12/03/2020	696 Back Trundle RD, Parkes - Spot Check	Attended	Compliance Monitoring	Back Trundle RD Level Crossing (Roller compaction)	11:20am	Day Standard	35	44	39.1	59.4	22km/h	Windy conditions interfered with results. Even with wind the Leq 15min was less than the predicted noise level.
12/03/2020	1205 Plowman Lane, Alectown - Spot Check	Attended	Compliance Monitoring	Alignment Sth Alectown West (Landscaping)	2:15pm	Day Standard	35	39	34.2	55	13km/h	No exceedances
11/03/2020	EIS Location 5 1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 8:45	Day Standard	35	65	49.8	80.4	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5 1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 9:00	Day Standard	35	65	48.3	66.3	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 9:15	Day Standard	35	65	52.2	72.7	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.



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11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 9:30	Day Standard	35	65	58.9	90.3	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 9:45	Day Standard	35	65	58	89.4	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 10:00	Day Standard	35	65	48.4	64.3	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 10:15	Day Standard	35	65	50.2	65.4	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.

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11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 10:30	Day Standard	35	65	47.5	61.9	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 10:45	Day Standard	35	65	43.4	61.6	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 11:00	Day Standard	35	65	58	92.7	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 11:15	Day Standard	35	65	45.9	66.9	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.

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11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 11:30	Day Standard	35	65	51.7	75.2	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 11:45	Day Standard	35	65	39.9	59.1	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 12:00	Day Standard	35	65	44.5	65.4	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 12:15	Day Standard	35	65	43	57.5	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.

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11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 12:30	Day Standard	35	65	44.1	67.6	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 12:45	Day Standard	35	65	41.4	57.4	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 13:00	Day Standard	35	65	44	65.5	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 13:15	Day Standard	35	65	41.5	54	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.

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11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 13:30	Day Standard	35	65	42.3	54.5	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 13:45	Day Standard	35	65	40.8	54.4	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 14:00	Day Standard	35	65	41.4	50	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 14:15	Day Standard	35	65	42.8	64.3	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.



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11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 14:30	Day Standard	35	65	42.2	49.6	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 14:45	Day Standard	35	65	43.5	53.2	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 15:00	Day Standard	35	65	40.2	51	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 15:15	Day Standard	35	65	54.8	82.9	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.

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11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 15:30	Day Standard	35	65	43.2	58.9	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 15:45	Day Standard	35	65	52.3	72.3	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 16:00	Day Standard	35	65	49.5	66.1	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 16:15	Day Standard	35	65	58.2	73	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 16:30	Day Standard	35	65	48.5	67.7	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 16:45	Day Standard	35	65	37.6	60.5	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 17:00	Day Standard	35	65	39.5	50	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 17:15	Day Standard	35	65	40.2	52	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 17:30	Day Standard	35	65	41.4	57.4	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	Alignment Sth and Nth Peak Hill Compound (Rail Tamper)	11/03/2020 17:45	Day Standard	35	65	41.9	57.3	13km/h	Noise exceedance deemed not to be caused by construction activities. NML was exceeded during standard day hours. Works only occurred regarding INLink on Wednesday with Fastrak tamper working around the Peak Hill Siding. Thursday Fastrak were off roster and no works occurred in the area. During the day on Thursday the NML was exceeded by the same amount as during the hours on Wednesday, therefore external noise factors caused the NML exceedance.
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	11/03/2020 18:00	Evening	35	NA	42.6	53.1	13km/h	No works
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	11/03/2020 18:15	Evening	35	NA	41.8	62.3	13km/h	No works
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	11/03/2020 18:30	Evening	35	NA	46.5	74.3	13km/h	No works
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	11/03/2020 18:45	Evening	35	NA	40.7	60.3	13km/h	No works
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	11/03/2020 19:00	Evening	35	NA	40.6	59.6	13km/h	No works
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	11/03/2020 19:15	Evening	35	NA	38.9	58.2	13km/h	No works
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	11/03/2020 19:30	Evening	35	NA	39	55	13km/h	No works

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	11/03/2020 19:45	Evening	35	NA	38.8	53.4	13km/h	No works
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	11/03/2020 20:00	Evening	35	NA	38.4	49.4	13km/h	No works
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	11/03/2020 20:15	Evening	35	NA	37.4	50.8	13km/h	No works
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	11/03/2020 20:30	Evening	35	NA	40.8	52.8	13km/h	No works
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	11/03/2020 20:45	Evening	35	NA	43.9	53.8	13km/h	No works
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	11/03/2020 21:00	Evening	35	NA	40.6	49.4	13km/h	No works
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	11/03/2020 21:15	Evening	35	NA	35.7	48.2	13km/h	No works
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	11/03/2020 21:30	Evening	35	NA	39.6	48.3	13km/h	No works
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	11/03/2020 21:45	Evening	35	NA	40.8	52.9	13km/h	No works
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	11/03/2020 22:00	Night	35	NA	42.2	53.4	13km/h	No works
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	11/03/2020 22:15	Night	35	NA	40.1	52.8	13km/h	No works
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	11/03/2020 22:30	Night	35	NA	41.8	55.6	13km/h	No works
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	11/03/2020 22:45	Night	35	NA	37.2	52.1	13km/h	No works
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	11/03/2020 23:00	Night	35	NA	39.6	51.2	13km/h	No works
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	11/03/2020 23:15	Night	35	NA	36.8	51.8	13km/h	No works



Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
11/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	11/03/2020 23:30	Night	35	NA	39.4	50.5	13km/h	No works
11/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	11/03/2020 23:45	Night	35	NA	39	51.7	13km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 0:00	Night	35	NA	36	49.8	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 0:15	Night	35	NA	36.4	50	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 0:30	Night	35	NA	36.1	50.1	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 0:45	Night	35	NA	36.7	54	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 1:00	Night	35	NA	33.8	51.8	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 1:15	Night	35	NA	28.5	46.1	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 1:30	Night	35	NA	36.3	50.5	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 1:45	Night	35	NA	40.9	50.1	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 2:00	Night	35	NA	47.6	57.2	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 2:15	Night	35	NA	43	51.1	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 2:30	Night	35	NA	39.5	49.4	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 2:45	Night	35	NA	38	49.9	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 3:00	Night	35	NA	34.1	47.9	28km/h	No works

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 3:15	Night	35	NA	44.2	55.1	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 3:30	Night	35	NA	48.1	61.4	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 3:45	Night	35	NA	50.5	64.1	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 4:00	Night	35	NA	48.6	59.7	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 4:15	Night	35	NA	47.2	57.5	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 4:30	Night	35	NA	47.6	60.9	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 4:45	Night	35	NA	47.3	57.3	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 5:00	Night	35	NA	47.1	60.3	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 5:15	Night	35	NA	45.8	53.9	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 5:30	Night	35	NA	43.4	57.5	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 5:45	Night	35	NA	43.8	55	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 6:00	Night	35	NA	44.6	54.2	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 6:15	Night	35	NA	44.9	59.3	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works	12/03/2020 6:30	Night	35	NA	44	56.6	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works	12/03/2020 6:45	Night	35	NA	47.5	74.6	28km/h	No works

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 7:00	Day Standard	35	NA	49.1	71.6	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 7:15	Day Standard	35	NA	53.2	74.7	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 7:30	Day Standard	35	NA	47.1	64.9	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 7:45	Day Standard	35	NA	44.4	64.6	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 8:00	Day Standard	35	NA	49.6	72.7	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 8:15	Day Standard	35	NA	44.1	67.3	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 8:30	Day Standard	35	NA	48.6	73	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 8:45	Day Standard	35	NA	56.8	75.9	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 9:00	Day Standard	35	NA	50.6	73.2	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 9:15	Day Standard	35	N/A	50.4	60.5	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 9:30	Day Standard	35	NA	50.1	59.4	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 9:45	Day Standard	35	NA	48.6	57.6	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 10:00	Day Standard	35	NA	51.2	65.3	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 10:15	Day Standard	35	NA	50.8	64.6	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 10:30	Day Standard	35	NA	48.3	59.1	28km/h	No works

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 10:45	Day Standard	35	NA	47	58	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 11:00	Day Standard	35	NA	46.3	58.1	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 11:15	Day Standard	35	NA	44.5	60.8	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 11:30	Day Standard	35	NA	45.4	53.6	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 11:45	Day Standard	35	NA	43.7	60.5	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 12:00	Day Standard	35	NA	43.2	58.9	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 12:15	Day Standard	35	NA	42.5	57.7	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 12:30	Day Standard	35	NA	41.5	66.7	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 12:45	Day Standard	35	NA	40.3	49.3	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 13:00	Day Standard	35	NA	38.8	48.6	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 13:15	Day Standard	35	NA	36.8	51.2	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 13:30	Day Standard	35	NA	36.1	53.6	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 13:45	Day Standard	35	NA	37.7	54.1	28km/h	No works
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 14:00	Day Standard	35	NA	36.8	58.5	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 14:15	Day Standard	35	NA	39	58.2	28km/h	No works

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
12/03/2020	1 Jackson Street	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 14:30	Day Standard	35	NA	46.1	76	28km/h	No works
12/03/2020	EIS Location 5	Continuous	Compliance Monitoring	No works (Fastrak off roster)	12/03/2020 14:45	Day Standard	35	NA	43	77	28km/h	No works
20/03/2020	Lone Pine 2410 Peak Hill Railway Rd, Tomingley	Attended	Compliance Monitoring	Ch. 522.4	9:10am	Day Standard	35	53	63.7	86.6	22km/h	This works being carried out and machines used didn't match any of the activity categories in the CNVIS for A3.2. An activity and predicted noise level were selected which was most similar to the works being carried out. Since sleepers were being unloaded and placed and rail was being dragged, sleeper installation was selected. However, there were two loaders operating simultaneously (one placing sleepers, another dragging rail) as well as truck and dogs entering site and passing within 10m of the monitoring location. In addition to the very close proximity of works to the noise monitor, the monitoring location was approx. 100m from the dwelling.
17/03/2020	EIS Location 8 - within the rail alignment at 478.15km	Attended	Compliance Monitoring	Alignment between Unnamed Lane and Burrill Creek	2:40pm	Day Standard	35	43	38.4	66.1	9km/h	Landscaping preparation works located approx. 400m away from the monitor could only just be recognised by noise monitor. Main readings exceeding 35dB was from light breeze.
17/03/2020	EIS Location 9 - within rail alignment at 468.5km	Attended	Compliance Monitoring	No works	3:35pm	Day Standard	35	NA	33.6	60.9	15km/h	No works
18/03/2020	EIS Location 15 (450km)	Attended	Compliance Monitoring	Brolgan Road LX and alignment Nth	7:40am	Day Standard	35	50	48.6	69.3	9km/h	Highway traffic and non-white noise reverse beepers from the shipping container business across the road from Brolgan RD was the main contributor to noise picked up.
19/03/2020	EIS location 10 - 503 Nanardine Ln Parkes approx. Ch. 457.7km	Attended	Compliance monitoring	Alignment Nth and Sth of Nanardine Lane	8:25am	Day Standard	35	49	44.6	62.1	6km/h	Main work area was located approximately 200m north of monitoring location, with heavy rail works (ballast loading / placement) which included 3x semi-trailers, 1x excavator and 1x water cart all contributing to the exceedance of the NML.
25/03/2020	EIS location 11 - approx. Ch. 454.7km	Attended	Compliance monitoring	No works	11:10am	Day Standard	35	NA	33.6	58.1	13km/h	No works



Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
25/03/2020	EIS 12 - Henry Parkes Way LX approx. Ch. 452.5km	Attended	Compliance monitoring	HPW LX	11:55am	Day Standard	35	53	49.1	66.3	13km/h	Henry Parkes Way Level Crossing works including a grader and roller operating within 50m of the monitoring location, contributing to the exceedance of the NML.
26/03/2020	EIS 13 - Goobang Junction, Parkes approx. Ch. 449km	Attended	Compliance Monitoring	Alignment Brolgan RD South	8:05am	Day Standard	35	49	48.8	65.8	9km/h	Works at the Travelling Stock Route level crossing including an Excavator, Grinder and Water Cart (conducting proof roll) contributed to the NML exceedance.
26/03/2020	EIS 14 - Broken Hill Line, Parkes approx. Ch. 457km	Attended	Compliance Monitoring	No works - offsite location	8:30am	Day Standard	35	NA	35	40.2	19km/h	No works
24/03/2020	Corner of Station Lane, Peak Hill and alignment.	Attended	Compliance Monitoring	Whitton Park Rd to Coradgery Rd	8:10am	Day Standard	35	67	45.1	54.8	22km/h	NML exceeded, but noise still under Predicted Noise Levels. High risk rail tampering activities taking place in close proximity to properties/monitor (within 100-200m).
24/03/2020	Corner of Bingara Street, Peak Hill and alignment.	Attended	Compliance Monitoring	Whitton Park Rd to Coradgery Rd	8:35am	Day Standard	35	67	66.8	78.6	22km/h	NML exceeded, but noise still under Predicted Noise Levels. High risk rail tampering activities taking place in close proximity to properties/monitor (within 100-200m).
24/03/2020	EIS Location 5 1 Jackson Street	Attended	Compliance Monitoring	Whitton Park Rd to Coradgery Rd	8:55am	Day Standard	35	65	47.8	59	22km/h	NML exceeded, but noise still under Predicted Noise Levels. High risk rail tampering activities taking place in close proximity to properties/monitor (within 100-200m).
22/03/2020	144 Brolgan Road, Parkes	Attended	Compliance Monitoring	Brolgan Road Level Crossing	11:44pm	Night	35	47	40	56.4	13km/h	Out of hours work being conducted under a community agreement. Construction works contributed to the increase in noise. Most prevalent noise picked up were workers talking to one another on the site. External noises such as trains were also heard during the monitoring session
22/03/2020	Ladysmith, Coopers Rd, Parkes NSW 2870	Attended	Compliance Monitoring	NWL Compound	2:09am	Night	35	45	39.9	62.9	9km/h	Out of hours work being conducted under a community agreement. Noise exceedance deemed not to be caused by construction activities. Significant background noise due to frogs in the dams close by and a train operating within the NWL western leg
22/03/2020	Stanleigh, Brolgan Rd, Parkes NSW 2870	Attended	Compliance Monitoring	NWL Compound	2:36am	Night	35	54	35.9	58.9	11km/h	Out of hours work being conducted under a community agreement. Construction works contributed to the increase in noise.

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
												Ballast loading was frequently heard. However, noise only exceeded the NML by 0.9
22/03/2020	144 Brolgan Road, Parkes	Attended	Compliance Monitoring	Brolgan Road Level Crossing	3:15am	Night	35	47	40	56.4	13km/h	Out of hours work being conducted under a community agreement. Construction works contributed to the increase in noise. Ballast loading and dropping into place on the level crossing was frequently heard.
23/03/2020	Stanleigh, Brolgan Rd, Parkes NSW 2870	Attended	Compliance Monitoring	NWL Compound	9:50pm	Evening	35	54	42.3	67.1	20km/h	Out of hours work being conducted under a community agreement. Construction works contributed to the increase in noise. A front end loader moving around site was frequently heard
23/03/2020	144 Brolgan Road, Parkes	Attended	Compliance Monitoring	Brolgan Road Level Crossing	10:23pm	Night	35	47	48	70.3	15km/h	Out of hours work being conducted under a community agreement. Noise exceedance deemed not to be caused by construction activities. An excavator was occasionally heard however the most prevalent noise was rail dragging undertaken by an unknown company on the existing network. These works were not associated with the INLink P2N works.
23/03/2020	144 Brolgan Road, Parkes	Attended	Compliance Monitoring	Brolgan Road Level Crossing	3:23am	Night	35	47	49.7	78.3	15km/h	Out of hours work being conducted under a community agreement. Noise exceedance deemed not to be caused by construction activities. Construction works were completed, no persons on site. Car drove past within 10m, of the monitoring location
1/04/2020	EIS Location 1 approx. Ch. 546.6	Attended	Compliance Monitoring	N/A	9:40am	Day Standard	35	N/A	46	59.1	15km/h	No works in the area. Windy conditions and birds contributed to noise levels.
1/04/2020	EIS Location 2 approx. Ch. 528.5	Attended	Compliance Monitoring	In front of Wyanga compound and the stockpiling area behind Wyanga silos	10:20am	Day Standard	35	44	50.7	70.4	15km/h	Works were barely audible over the noise caused by wind and passing traffic. Exceedances not caused by construction noises.
1/04/2020	EIS Location 3 approx. Ch. 515.3	Attended	Compliance Monitoring	Signalling works at Tomingley W LX	10:55am	Day Standard	35	52	46.8	65.5	15km/h	Works were barely audible over the noise caused by wind.
1/04/2020	884 Wyanga Rd, Narromine	Attended	Compliance Monitoring	In front of Wyanga compound and the stockpiling area behind Wyanga silos	9:55am	Day Standard	35	51	49.6	69.3	15km/h	Works were barely audible over noise of wind and passing traffic. Wind contributed a lot to Laeq.

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
1/04/2020	Verellen 559 Tomingley W Rd, Tomingley	Attended	Compliance Monitoring	Signalling works at Tomingley W LX	11:15am	Day Standard	35	41	46.1	65	15km/h	Works were not audible over the noise caused by wind and passing cars. Wind contributed a lot to Laeq.
7/04/2020	EIS Location 4 - 37 Station Lane, Peak Hill at 498.3km	Attended	Compliance Monitoring	No works	9:35am	Day Standard	35	N/A	41.1	63.4	11km/h	Birds and road traffic caused Laeq to exceed background
7/04/2020	EIS Location 5 1 Jackson Street	Attended	Compliance Monitoring	No works	9:55am	Day Standard	35	N/A	48.5	68.3	11km/h	Birds and highway noise caused Laeq to exceed background
7/04/2020	EIS location 6 - 60 Trewilga Road	Attended	Compliance Monitoring	No works	11:30am	Day Standard	35	N/A	51.2	68.5	11km/h	Noise interference from highway caused Laeq to exceed background
7/04/2020	EIS Location 7 - within the rail alignment at 468km	Attended	Compliance Monitoring	No works	12:05pm	Day Standard	35	N/A	49.1	64.9	11km/h	Highway, bird and wind noise interference cause Laeq to exceed background
8/04/2020	696 Back Trundle RD, Parkes - Spot Check	Attended	Compliance Monitoring	Back Trundle RD Level Crossing	11:20pm	Day Standard	35	48	33.4	52.5	13km/h	Works included LX construction (roller) and dewatering (water cart). NML not exceeded.
8/04/2020	Railway Parade (DP/7319/1166712)	Attended	Compliance Monitoring	Railway Parade Level Crossing	12:00pm	Day Standard	35	44	34.5	55.5	8km/h	Works included tree felling at LX. NML not exceeded.
16/04/2020	696 Back Trundle RD, Parkes	Attended	Compliance Monitoring	Back Trundle RD Level Crossing	9:30am	Day Standard	35	47	58.8	82.6	32km/h	Very windy conditions. Works barely audible over wind.
16/04/2020	884 Wyanga Rd, Narromine	Attended	Compliance Monitoring	Wyanga silos area	1:40pm	Day Standard	35	53	48	70.2	9km/h	Works were not audible. Wind contributed to Laeq as well as some road traffic.
20/04/2020	62 Tullamore Rd, Peak Hill	Attended	Compliance Monitoring	Tullamore Rd LX and nth	8:35am	Day Standard	35	58	46.5	70.6	9km/h	Birds and highway noises contributed to high Laeq. Works were barely audible over the ambient noises.
21/04/2020	60 Trewilga Rd, Trewilga	Attended	Compliance Monitoring	Sth of Trewilga Rd LX	9:25am	Day Standard	35	52	62.9	89.4	13km/h	Works on-site were barely audible over ambient noises. Birds and highway noises contributed significantly to the Laeq. The highway in particular was very loud and consistent, generating noise up to 59dB. A few cars and trucks drove past (within 5m) of monitoring location which also interfered with the LAeq.
23/04/2020	EIS Location 8 - within the rail alignment at 478.15km	Attended	Compliance Monitoring	Alignment between Unnamed Lane and Burrill Creek	2:25pm	Day Standard	35	56	37.2	50	10km/h	Very minor exceedance of NML due to fencing works taking place within 100m of the monitoring. Frequent use of automatic star picket driver was monitored.

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
23/04/2020	EIS Location 9 - within rail alignment at 468.5km	Attended	Compliance Monitoring	No works	1:50pm	Day Standard	35	NA	32.4	52.5	11km/h	No works
24/04/2020	EIS location 10 - 503 Nanardine Ln Parkes approx. Ch. 457.7km	Attended	Compliance monitoring	No works	9:25am	Day Standard	35	NA	34.2	45.3	18km/h	No works
24/04/2020	EIS location 11 - approx. Ch. 454.7km	Attended	Compliance monitoring	No works	10:05am	Day Standard	35	NA	33.3	53.5	6km/h	No works
24/04/2020	EIS 12 - Henry Parkes Way LX approx. Ch. 452.5km	Attended	Compliance monitoring	No works	11:20am	Day Standard	35	NA	42.3	61.9	20km/h	No works - exceedance of NML due to highway traffic and bird calls
27/04/2020	EIS 13 - Goobang Junction, Parkes approx. Ch. 449km	Attended	Compliance Monitoring	Alignment Sth Brolgan RD - proof roll	9:05am	Day Standard	35	73	65.3	74.9	7km/h	Roller was operating 10m away from the monitor, resulting in the exceedance of the NML.
27/04/2020	EIS Location 15 (450km)	Attended	Compliance Monitoring	Brolgan Road LX and alignment Nth	8:35am	Day Standard	35	NA	40.1	65.7	6km/h	No works
27/04/2020	EIS 14 - Broken Hill Line, Parkes approx. Ch. 457km	Attended	Compliance Monitoring	No works - offsite location	9:35am	Day Standard	35	NA	31.4	43.5	15km/h	No works - location offsite
5/05/2020	Verellen 559 Tomingley W Rd, Tomingley	Attended	Compliance Monitoring	Tomingley LX	9:00am	Day Standard	35	53	57.4	81.1	15km/h	Birds, wind and traffic on Peak Hill Railway Rd contributed to Laeq. Construction work was recorded at noise levels of between 39 and 44dB. Note: excavator had non-tonal reverse alarm
5/05/2020	EIS Location 4 - 37 Station Lane, Peak Hill at 498.3km	Attended	Compliance Monitoring	No works	12:55pm	Day Standard	35	N/A	36.6	59.3	9km/h	No works. Win and birds contributed to Laeq.
5/05/2020	EIS Location 5 1 Jackson Street	Attended	Compliance Monitoring	No works	1:15pm	Day Standard	35	N/A	28.6	59.7	9km/h	
5/05/2020	EIS location 6 - 60 Trewilga Road	Attended	Compliance Monitoring	Rock apron installation	1:40pm	Day Standard	35	52	54.2	75.8	9km/h	Highway traffic and traffic passing on Trewilga Rd caused Laeq to exceed predicted. Construction work was recorded at noise levels of between 34 and 36dB (excluding trucks and LVs which passed within 5m of monitoring location on Trewilga Rd)

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
5/05/2020	EIS Location 7 - within the rail alignment at 468km	Attended	Compliance Monitoring	No works	2:10pm	Day Standard	35	N/A	44.1	66.8	9km/h	No works. Background exceedance caused by birds and sheep.
12/05/2020	EIS Location 1 approx. Ch. 546.6	Attended	Compliance Monitoring	North of Narwonah Siding Rd	10:05am	Day Standard	35	37	36.3	56.8	17km/h	Grader barely audible over ambient noises - wind and birds. Grader noise levels recorded as approx. 30-31dB Note: grader used non-tonal reverse alarm
12/05/2020	884 Wyanga Rd, Narromine	Attended	Compliance Monitoring	In front of Wyanga compound	11:15am	Day Standard	35	52	43.9	58.4	17km/h	Works were barely audible. Only front end loader could be hard over ambient noise and road traffic. Note: non-tonal reverse alarms in use
12/05/2020	EIS Location 2 approx. Ch. 528.5	Attended	Compliance Monitoring	Between ch526-ch528	11:35am	Day Standard	35	55	52.1	67.5	17km/h	Pump was the main source of noise
12/05/2020	EIS Location 3 approx. Ch. 515.3	Attended	Compliance Monitoring	No works	12:05pm	Day Standard	35	N/A	40.6	58	17km/h	No works - exceedance of background noise levels caused by flies, birds and traffic
22/05/2020	679 Back Trundle Rd	Attended	Compliance Monitoring	LX construction - excavation	2:15pm	Day Standard	35	40	54.9	75.9	19km/h	Wind, passing cars and birds mainly responsible for high Laeq. Excavator could be heard sometimes at levels between 38dB and 46dB. Although this exceeds the predicted levels, the excavator was only audible during high impact work i.e. the excavator idling was not audible. Therefore, construction works were not responsible for the exceedance.
22/05/2020	EIS 13 - Goobang Junction, Parkes approx. Ch. 449km	Attended	Compliance Monitoring	Signalling	1:45pm	Day Standard	35	48	48.8	63	19km/h	Laeq would not have been exceeded if the logistics hub wasn't also carrying out work loading and unloading shipping containers. The logistics hub caused noise spikes of up to 58dB.
22/05/2020	EIS 14 - Broken Hill Line, Parkes approx. Ch. 457km	Attended	Compliance Monitoring	No works	12:50pm	Day Standard	35	N/A	49.3	66.7	19/km/h	No works in the area
22/05/2020	EIS Location 15 (450km)	Attended	Compliance Monitoring	Signalling	1:25pm	Day Standard	35	48	52.9	62.7	19/km/h	Laeq would not have been exceeded if the logistics hub wasn't also carrying out work loading and unloading shipping containers. The logistics hub caused noise spikes of up to 60dB.
24/05/2020	EIS Location 8 - within the rail alignment at 478.15km	Attended	Compliance Monitoring	No works	2:45pm	Day Standard	35	N/A	33.4	53.9	20km/h	



Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
24/05/2020	EIS Location 9 - within rail alignment at 468.5km	Attended	Compliance Monitoring	No works	3:15pm	Day Standard	35	N/A	28.4	40.6	20km/h	
25/05/2020	679 Back Trundle Rd	Attended	Compliance Monitoring	LX construction - spray and seal	2:45pm	Day Standard	35	55	53.7	75.9	15km/h	Birds were extremely noisy due to having a nest/hollow nearby.
25/05/2020	EIS location 10 - 503 Nanardine Ln Parkes approx. Ch. 457.7km	Attended	Compliance Monitoring	No works	3:20pm	Day Standard	35	N/A	43	60.8	17km/h	No works in area, very windy.
25/05/2020	EIS 12 - Henry Parkes Way LX approx. Ch. 452.5km	Attended	Compliance Monitoring	No works	2:15pm	Day Standard	35	N/A	49.8	75.4	17km/h	No works in area, very windy.
27/05/2020	35-37 Bingara St, Peak Hill	Attended	Compliance Monitoring	South of Peak Hill Silos	12:25pm	Day Standard	35	54	56.9	66.6	19km/h	Resident was approx. 100m further back from works than monitoring location due to the resident's dog barking when I monitored too close to the house. This would have increased the distance from works from 20m to approx. 120m. with the additional distance, the LAeq may have been under the predicted level. No complaints have been lodged by this resident and no one appeared to be home.
27/05/2020	EIS location 11 - approx. Ch. 454.7km	Attended	Compliance Monitoring	Approx. Ch. 458-459 (800 north of monitoring location)	2:25pm	Day Standard	35	40	39	64.7	11km/h	Excavator was barely audible and detected only once when background noises from distant road traffic and birds eased.
6/06/2020	EIS Location 1 approx. Ch. 546.6	Attended	Compliance Monitoring	Approx. Ch. 546 to Narwonah	10:00am	Day Standard	35	53	51	58.9	11km/h	
6/06/2020	EIS Location 2 approx. Ch. 528.5	Attended	Compliance Monitoring	Wyanga stockpiling area	10:40am	Day Standard	35	41	31.2	46.8	11km/h	
6/06/2020	EIS Location 3 approx. Ch. 515.3	Attended	Compliance Monitoring	N/A	11:10am	Day Standard	35	N/A	33.7	43.6	11km/h	
6/06/2020	EIS location 6 - 60 Trewilga Road	Attended	Compliance Monitoring	Sth of Trewilga LX	2:35pm	Day Standard	35	55	43.5	58.3	9km/h	
6/06/2020	EIS Location 7 - within the rail alignment at 468km	Attended	Compliance Monitoring	N/A	3:00pm	Day Standard	35	N/A	26.2	49	9km/h	

Date	Detailed Monitoring Location	Attended or Continuous	Discipline	Works location	Time	Noise Period	NML	Predicted Noise Levels	Leq 15min Result	LA MAX Result	Max Wind gust	Comments
7/06/2020	EIS Location 4 - 37 Station Lane, Peak Hill at 498.3km	Attended	Compliance Monitoring	Whitton Park Rd to Coradgery Rd	11:45am	Day Standard	35	58	49.1	66.5	15km/h	Cutting of surface drains between Coradgery Rd and Whitton Park Rd. Noise did not exceed predicted levels.
7/06/2020	EIS Location 5 1 Jackson Street	Attended	Compliance Monitoring	Whitton Park Rd to Coradgery Rd	11:20am	Day Standard	35	53	45.2	68	15km/h	Cutting of surface drains between Coradgery Rd and Whitton Park Rd. Noise did not exceed predicted levels.
10/06/2020	EIS Location 8 - within the rail alignment at 478.15km	Attended	Compliance Monitoring	No works	10:05am	Day Standard	35	N/A	34.3	47.1	13km/h	
10/06/2020	115 Lindner Street, Peak Hill	Attended	Compliance Monitoring	Whitton Park Rd to Coradgery Rd	3:30pm	Day Standard	35	57	47	67.8	11km/h	Non tonal reverse alarms used by various plant
20/06/2020	EIS location 11 - approx. Ch. 454.7km	Attended	Compliance Monitoring	No works	11:50am	Day Standard	35	N/A	44.9	53.4	32km/h	No works in the area. Windy conditions a caused Laeq to exceed background levels.
20/06/2020	EIS 13 - Goobang Junction, Parkes approx. Ch. 449km	Attended	Compliance Monitoring	Brolgan Rd LX	7:30am	Day Standard	35	52	50.3	61.3	13km/h	Did not exceed predicted noise levels. Lots of noise interference from birds and a train
20/06/2020	EIS 15 - approx. Ch. 450km	Attended	Compliance Monitoring	Brolgan Rd LX and north	7:50am	Day Standard	35	56	44.6	57.4	13km/h	Did not exceed predicted noise levels. Lots of noise interference from birds and road traffic.
20/06/2020	192 Whitton Park Rd, Peak Hill	Attended	Compliance Monitoring	Whitton Park Rd LX	10:55am	Day Standard	35	33	52.6	71.2	32km/h	Very windy conditions caused exceedance of both background and predicted noise levels. Works were barely audible over the noise caused by wind.
26/06/2020	EIS location 10 - 503 Nanardine Ln Parkes approx. Ch. 457.7km	Attended	Compliance Monitoring	North of Nanardine Lane	3:56pm	Day Standard	35	36	33.3	57.8	30km/h	Cable pulling activities being undertaken
26/06/2020	EIS location 12	Attended	Compliance Monitoring	Henry Parkes Way Signalling hut	4:41pm	Day Standard	35	26	49.6	67.4	30km/h	Noise exceedances deemed not to be cause by construction activities. Traffic along Henry Parkes Way was the predominant noise generator. Activities occurring were cable pulling which is a low noise generating activity

## Appendix C DustTrak Monitoring Register

MONITORING TYPE	MONITORING PERIOD START	MONITORING PERIOD END	DETAILED MONITORING LOCATION	WORK DISCIPLINE	WORKS LOCATION	PM2.5 AVG MG/M <sup>3</sup>	PM10 AVG MG/M <sup>3</sup>	COMMENTS
Compliance Monitoring	9/01/2020	10/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.048	0.071	The exceedance is deemed not due to construction activities. Very windy conditions (max 50km/h) resulted in high levels of dust onsite and offsite
Compliance Monitoring	10/01/2020	11/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.178	0.496	The exceedance is deemed not due to construction activities. Very windy conditions (max 76km/h) resulted in high levels of dust onsite and offsite
Compliance Monitoring	11/01/2020	12/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.057	0.154	The exceedance is deemed not due to construction activities. Very windy conditions (max 57km/h) resulted in high levels of dust onsite and offsite
Compliance Monitoring	12/01/2020	13/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.876	1.933	The exceedance is deemed not due to construction activities. Very windy conditions (max 59km/h) resulted in high levels of dust onsite and offsite
Compliance Monitoring	7/01/2020	8/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.037	0.054	The exceedance is deemed not due to construction activities. Exceedance for PM2.5 and PM10 - bushfires and dry drought conditions has caused poor air quality conditions throughout NSW with dust/haze predicted on this day.
Compliance Monitoring	8/01/2020	9/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.080	0.092	The exceedance is deemed not due to construction activities. Exceedance for PM2.5 and PM10 - bushfires and dry drought conditions has caused poor air quality conditions throughout

								NSW with dust/haze predicted on this day.
<b>Compliance Monitoring</b>	9/01/2020	10/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.053	0.077	The exceedance is deemed not due to construction activities. Exceedance for PM2.5 and PM10 - bushfires and dry drought conditions has caused poor air quality conditions throughout NSW with dust/haze predicted on this day. High winds caused increased dust on and offsite.
<b>Compliance Monitoring</b>	10/01/2020	11/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.155	0.252	The exceedance is deemed not due to construction activities. Exceedance for PM2.5 and PM10 - bushfires and dry drought conditions has caused poor air quality conditions throughout NSW with dust/haze predicted on this day. High winds caused increased dust on and offsite.
<b>Compliance Monitoring</b>	11/01/2020	12/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.022	0.025	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	12/01/2020	13/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.090	0.097	The exceedance is deemed not due to construction activities. Exceedance for PM2.5 and PM10 - No work on this day (Sunday)
<b>Compliance Monitoring</b>	10/01/2020	11/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.301	0.581	The exceedance is deemed not due to construction activities. Exceedance for PM2.5 and PM10 - bushfires and dry drought conditions has caused poor air quality conditions throughout NSW with dust/haze predicted on this day. High winds caused increased dust on and offsite. Major exceedances occurred from 10pm to

								3am (outside work hours, where winds reached 70km/h).
<b>Compliance Monitoring</b>	11/01/2020	12/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.010	0.014	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	12/01/2020	13/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.101	0.126	The exceedance is deemed not due to construction activities. Exceedance for PM2.5 and PM10 - No work on this day (Sunday)
<b>Compliance Monitoring</b>	13/01/2020	14/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.035	0.040	Minor exceedance of PM2.5 - track works in close proximity to monitor.
<b>Compliance Monitoring</b>	13/01/2020	14/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.212	0.422	The exceedance is deemed not due to construction activities. Windy conditions on and off site (max wind speed 50km/h). Bushfire smoke still present.
<b>Compliance Monitoring</b>	14/01/2020	15/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.027	0.038	The exceedance is deemed not due to construction activities. Windy conditions on and off site (max wind speed 39km/h). Bushfire smoke still present.
<b>Compliance Monitoring</b>	15/01/2020	16/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.043	0.064	The exceedance is deemed not due to construction activities. Windy conditions on and off site (max wind speed 41km/h). Bushfire smoke still present.
<b>Compliance Monitoring</b>	16/01/2020	17/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.029	0.068	The exceedance is deemed not due to construction activities. Windy conditions on and off site (max wind speed 93km/h)



<b>Compliance Monitoring</b>	17/01/2020	18/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.059	0.116	The exceedance is deemed not due to construction activities. Windy conditions on and off site (max wind speed 46km/h)
<b>Compliance Monitoring</b>	18/01/2020	19/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.027	0.034	The exceedance is deemed not due to construction activities. Windy conditions on and off site (max wind speed 57km/h)
<b>Compliance Monitoring</b>	19/01/2020	20/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.023	0.048	Dust storm across Central West NSW (max wind speed 94km/h)
<b>Compliance Monitoring</b>	20/01/2020	21/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.024	0.046	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	14/01/2020	15/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.050	0.060	The exceedance is deemed not due to construction activities. Exceedance for PM2.5 and PM10 - High winds caused increased dust on and offsite.
<b>Compliance Monitoring</b>	15/01/2020	16/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.042	0.046	The exceedance is deemed not due to construction activities. Exceedance of PM2.5. Windy conditions on and offsite causing excess dust in area.
<b>Compliance Monitoring</b>	16/01/2020	17/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.015	0.019	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	17/01/2020	18/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.025	0.034	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	18/01/2020	19/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.020	0.020	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	19/01/2020	20/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.023	0.028	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	20/01/2020	21/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.014	0.018	No exceedance (<0.025) PM2.5 and (<0.05) PM10

**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	21/01/2020	21/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.012	0.013	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	14/01/2020	15/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.045	0.052	The exceedance is deemed not due to construction activities. Exceedance for PM2.5 and PM10 - bushfires and dry drought conditions has caused poor air quality conditions throughout NSW. Max wind speed 39km/h
<b>Compliance Monitoring</b>	15/01/2020	16/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.024	0.027	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	16/01/2020	17/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.01	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	17/01/2020	18/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.03	0.031	The exceedance is deemed not due to construction activities. Exceedance for PM2.5 - bushfires and dry drought conditions has caused poor air quality conditions throughout NSW. Max wind speed 46km/h
<b>Compliance Monitoring</b>	18/01/2020	19/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.013	0.013	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	19/01/2020	20/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.054	0.095	The exceedance is deemed not due to construction activities. Exceedance for PM2.5 and PM10 - bushfires and dry drought conditions has caused poor air quality conditions throughout NSW. Max wind speed 94km/h
<b>Compliance Monitoring</b>	20/01/2020	21/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.012	0.017	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	21/01/2020	22/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.018	0.040	No exceedance (<0.025) PM2.5 and (<0.05) PM10

**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	22/01/2020	23/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.014	0.033	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	23/01/2020	24/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	3.447	9.771	The exceedance is deemed not due to construction activities. Max. wind speed of 69km/h from Dubbo weather station. Dust storm observed (photos captured) causing minimal visibility and dangerous conditions on-site.
<b>Compliance Monitoring</b>	24/01/2020	25/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.018	0.047	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/01/2020	26/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.014	0.022	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/01/2020	27/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.010	0.022	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	27/01/2020	28/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.006	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/01/2020	29/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.010	0.025	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	22/01/2020	23/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.062	0.113	Dry and windy conditions with works occurring within 10m of dust monitor
<b>Compliance Monitoring</b>	23/01/2020	24/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.045	0.077	The exceedance is deemed not due to construction activities. Dry and windy conditions with works occurring within 10m of dust monitor. Peak Hill experienced a dust storm (see photos) with max wind speed of 67km.h in Parkes.
<b>Compliance Monitoring</b>	24/01/2020	25/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.01	0.016	No exceedance (<0.025) PM2.5 and (<0.05) PM10

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<b>Compliance Monitoring</b>	25/01/2020	26/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.013	0.018	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/01/2020	27/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.015	0.026	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	27/01/2020	28/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.009	0.014	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/01/2020	29/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.005	0.01	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	29/01/2020	30/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.023	0.028	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	21/01/2020	22/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.013	0.02	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	22/01/2020	23/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.069	0.116	Dry and windy conditions with works occurring within 10m of dust monitor
<b>Compliance Monitoring</b>	23/01/2020	24/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.024	0.038	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	24/01/2020	25/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.01	0.015	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/01/2020	26/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.01	0.016	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/01/2020	27/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.012	0.018	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	27/01/2020	28/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.011	0.019	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/01/2020	29/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.016	0.031	No exceedance (<0.025) PM2.5 and (<0.05) PM10

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<b>Compliance Monitoring</b>	29/01/2020	30/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.012	0.032	No exceedance. Dubbo max wind speed 50km/h.
<b>Compliance Monitoring</b>	30/01/2020	31/01/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.031	0.044	PM2.5 exceedance. Dubbo max wind speed 46km/h.
<b>Compliance Monitoring</b>	31/01/2020	1/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	4.557	8.438	PM2.5 and PM10 exceedance - suspect issue with the DustTrak unit due to unusually high readings. Email notifications from the unit suggest there is an EDT filter error.
<b>Compliance Monitoring</b>	1/02/2020	2/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	8.700	16.100	PM2.5 and PM10 exceedance - suspect issue with the DustTrak unit due to unusually high readings. Email notifications from the unit suggest there is an EDT filter error.
<b>Compliance Monitoring</b>	2/02/2020	3/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	8.700	16.100	PM2.5 and PM10 exceedance - suspect issue with the DustTrak unit due to unusually high readings. Email notifications from the unit suggest there is an EDT filter error.
<b>Compliance Monitoring</b>	3/02/2020	4/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	8.700	16.100	PM2.5 and PM10 exceedance - suspect issue with the DustTrak unit due to unusually high readings. Email notifications from the unit suggest there is an EDT filter error.
<b>Compliance Monitoring</b>	30/01/2020	31/01/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.015	0.019	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	31/01/2020	1/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.010	0.017	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	1/02/2020	2/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.122	0.218	PM2.5 and PM10 exceedance - Saturday works with no works recorded in the area, offsite conditions caused the exceedance



								with major exceedances between midnight and 7am
<b>Compliance Monitoring</b>	2/02/2020	3/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.035	0.068	PM2.5 and PM10 exceedance - Sunday works with no works recorded in the area, offsite conditions caused the exceedance with major exceedances recorded Sunday night
<b>Compliance Monitoring</b>	3/02/2020	4/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.014	0.023	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	4/02/2020	5/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.038	0.056	PM2.5 and PM10 exceedance - major exceedances occurred out of hours from 10pm to midnight where wind was ENE 41km/h
<b>Compliance Monitoring</b>	5/02/2020	6/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.008	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	30/01/2020	31/01/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.046	0.088	PM2.5 and PM10 exceedance - works in close proximity to monitor with dust storms in area, wind gusts of NE 39km/h
<b>Compliance Monitoring</b>	31/01/2020	1/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.048	0.100	PM2.5 and PM10 exceedance - works in close proximity to monitor with dust storms in area, wind gusts of NNW 46km/h
<b>Compliance Monitoring</b>	1/02/2020	2/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.020	0.033	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	2/02/2020	3/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.010	0.017	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	3/02/2020	4/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.023	0.036	No exceedance (<0.025) PM2.5 and (<0.05) PM10

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<b>Compliance Monitoring</b>	4/02/2020	5/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.033	0.052	PM2.5 and PM10 exceedance - works in close proximity to monitor with winds of 20km/h throughout the day.
<b>Compliance Monitoring</b>	5/02/2020	6/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.010	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	6/02/2020	7/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.013	0.015	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	7/02/2020	8/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.017	0.022	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	8/02/2020	9/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.010	0.010	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	9/02/2020	10/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.010	0.010	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	10/02/2020	11/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.016	0.017	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	11/02/2020	12/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.017	0.018	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	12/02/2020	13/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.018	0.019	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	6/02/2020	7/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works

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<b>Compliance Monitoring</b>	7/02/2020	8/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	8/02/2020	9/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.002	0.002	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	9/02/2020	10/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	10/02/2020	11/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	11/02/2020	12/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	12/02/2020	13/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	13/02/2020	13/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10 - Rainfall caused no dust/works
<b>Compliance Monitoring</b>	11/02/2020	12/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.007	No exceedances
<b>Compliance Monitoring</b>	12/02/2020	13/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.004	No exceedances
<b>Compliance Monitoring</b>	13/02/2020	14/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.004	No exceedances
<b>Compliance Monitoring</b>	14/02/2020	15/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.004	No exceedances

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Compliance Monitoring	15/02/2020	16/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.005	0.010	No exceedances
Compliance Monitoring	16/02/2020	17/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.008	0.011	No exceedances
Compliance Monitoring	17/02/2020	18/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.010	0.014	No exceedances
Compliance Monitoring	18/02/2020	19/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.010	0.022	No exceedances
Compliance Monitoring	19/02/2020	20/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.015	0.038	No exceedances
Compliance Monitoring	20/02/2020	21/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.008	No exceedances
Compliance Monitoring	21/02/2020	22/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.007	0.014	No exceedances
Compliance Monitoring	22/02/2020	23/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.012	0.023	No exceedances
Compliance Monitoring	23/02/2020	24/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.005	0.006	No exceedances
Compliance Monitoring	13/02/2020	14/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.118	0.119	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02 in order to resolve potential issue.
Compliance Monitoring	14/02/2020	15/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.122	0.125	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been

								changed 26/02 in order to resolve potential issue.
<b>Compliance Monitoring</b>	15/02/2020	16/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.123	0.126	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02 in order to resolve potential issue.
<b>Compliance Monitoring</b>	16/02/2020	17/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.132	0.141	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02 in order to resolve potential issue.
<b>Compliance Monitoring</b>	17/02/2020	18/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.142	0.175	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02 in order to resolve potential issue.
<b>Compliance Monitoring</b>	18/02/2020	19/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.146	0.169	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02 in order to resolve potential issue.
<b>Compliance Monitoring</b>	19/02/2020	20/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.126	0.132	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been



								changed 26/02 in order to resolve potential issue.
<b>Compliance Monitoring</b>	20/02/2020	21/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.100	0.109	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02 in order to resolve potential issue.
<b>Compliance Monitoring</b>	21/02/2020	22/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.107	0.119	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02 in order to resolve potential issue.
<b>Compliance Monitoring</b>	22/02/2020	23/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.103	0.106	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02 in order to resolve potential issue.
<b>Compliance Monitoring</b>	23/02/2020	24/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.100	0.106	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02 in order to resolve potential issue.
<b>Compliance Monitoring</b>	24/02/2020	25/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.114	0.142	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been

								changed 26/02 in order to resolve potential issue.
<b>Compliance Monitoring</b>	25/02/2020	26/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.100	0.108	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02 in order to resolve potential issue.
<b>Compliance Monitoring</b>	13/02/2020	14/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	14/02/2020	15/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	15/02/2020	16/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	16/02/2020	17/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.008	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	17/02/2020	18/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	18/02/2020	19/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.022	0.037	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	19/02/2020	20/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	20/02/2020	21/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	21/02/2020	22/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.011	0.018	No exceedance (<0.025) PM2.5 and (<0.05) PM10

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<b>Compliance Monitoring</b>	22/02/2020	23/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.008	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	23/02/2020	24/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	24/02/2020	25/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/02/2020	26/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/02/2020	27/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.005	0.010	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	27/02/2020	28/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	24/02/2020	25/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/02/2020	26/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/02/2020	27/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.005	0.013	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	27/02/2020	28/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.010	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/02/2020	29/02/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	29/02/2020	1/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.012	0.035	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	1/03/2020	2/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.005	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10

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<b>Compliance Monitoring</b>	2/03/2020	3/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.009	0.027	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	3/03/2020	4/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.006	0.013	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	4/03/2020	5/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.011	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/02/2020	29/02/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.005	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	29/02/2020	1/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.007	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	1/03/2020	2/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	2/03/2020	3/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.005	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	3/03/2020	4/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.007	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	4/03/2020	5/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.008	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	5/03/2020	6/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	6/03/2020	7/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	7/03/2020	8/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	8/03/2020	9/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10

<b>Compliance Monitoring</b>	9/03/2020	10/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	10/03/2020	11/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/02/2020	27/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.112	0.125	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	27/02/2020	28/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.101	0.105	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	28/02/2020	29/02/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.100	0.103	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	29/02/2020	1/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.101	0.104	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times



								for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	1/03/2020	2/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.098	0.102	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	2/03/2020	3/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.102	0.112	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	3/03/2020	4/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.104	0.106	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	4/03/2020	5/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.104	0.104	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been

								changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	5/03/2020	6/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.101	0.101	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	6/03/2020	7/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.102	0.103	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	7/03/2020	8/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.099	0.100	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	8/03/2020	9/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.097	0.098	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been

								changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	9/03/2020	10/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.101	0.106	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	10/03/2020	11/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.105	0.115	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	11/03/2020	12/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.104	0.111	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	5/03/2020	6/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.005	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	6/03/2020	7/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10

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<b>Compliance Monitoring</b>	7/03/2020	8/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	8/03/2020	9/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	9/03/2020	10/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	10/03/2020	11/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	11/03/2020	12/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	12/03/2020	13/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.010	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	13/03/2020	14/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.007	0.018	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	14/03/2020	15/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.005	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	15/03/2020	16/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	16/03/2020	17/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.000	0.001	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	17/03/2020	18/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.001	0.001	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	11/03/2020	12/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10

<b>Compliance Monitoring</b>	12/03/2020	13/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.002	0.003	INLink enviro noticed that during data retrieval on 19/03 the monitor had stopping sampling. The data revealed sampling had stopped in the early hours of Friday morning. This monitor stated errors occurred on the final day of sample - the 13/03, as well as 12/03 and 11/03. The error code could not be found in the operation manual. INLink is seeking advice from the supplier. In the meantime, the DustTrak was restarted on 19/03 and a check-up will be carried out on the 20/03.
<b>Compliance Monitoring</b>	19/03/2020	20/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	20/03/2020	21/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.005	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	21/03/2020	22/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.005	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	22/03/2020	23/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	23/03/2020	24/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.007	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	18/03/2020	19/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	19/03/2020	20/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	20/03/2020	21/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10

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<b>Compliance Monitoring</b>	21/03/2020	22/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.006	0.016	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	22/03/2020	23/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.006	0.017	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	23/03/2020	24/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.008	0.021	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	24/03/2020	25/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.007	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	12/03/2020	13/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.090	0.104	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	13/03/2020	14/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.086	0.092	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	14/03/2020	15/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.083	0.084	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on



								its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	15/03/2020	16/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.087	0.095	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	16/03/2020	17/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.114	0.151	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	17/03/2020	18/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.097	0.105	PM2.5 and PM10 exceedance - identified issue with the DustTrak unit due to unusually high readings with no variance in and out of work times for a two week period. Filter has been changed 26/02. Issue still not resolved. Replacement DustTrak on its way (estimated arrival MON 16/03).
<b>Compliance Monitoring</b>	18/03/2020	19/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.010	0.021	New monitor swapped in. No exceedance (<0.025) PM2.5 and (<0.05) PM10

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<b>Compliance Monitoring</b>	19/03/2020	20/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.008	0.014	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	20/03/2020	21/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.011	0.022	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	21/03/2020	22/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.028	0.062	Minor exceedance of PM2.5 and PM10 potentially due to rail dragging within 5m of the monitor.
<b>Compliance Monitoring</b>	22/03/2020	23/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.010	0.020	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	23/03/2020	24/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.025	0.050	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	24/03/2020	25/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.021	0.041	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/03/2020	26/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.005	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/03/2020	27/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	27/03/2020	28/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/03/2020	29/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	29/03/2020	30/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	30/03/2020	31/03/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	31/03/2020	1/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.006	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10

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<b>Compliance Monitoring</b>	1/04/2020	2/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.006	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	2/04/2020	3/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.007	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	24/03/2020	25/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/03/2020	26/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.005	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/03/2020	27/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	27/03/2020	28/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/03/2020	29/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	29/03/2020	30/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	30/03/2020	31/03/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	31/03/2020	1/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	1/04/2020	2/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.011	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	2/04/2020	3/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.005	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	3/04/2020	4/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.011	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10

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<b>Compliance Monitoring</b>	4/04/2020	5/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	5/04/2020	6/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.002	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	3/04/2020	4/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	4/04/2020	5/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	5/04/2020	6/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	6/04/2020	7/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	7/04/2020	8/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.006	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	8/04/2020	9/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	6/04/2020	7/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.001	0.002	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	7/04/2020	8/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	8/04/2020	9/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.005	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/03/2020	26/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.010	0.017	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/03/2020	27/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.012	0.019	No exceedance (<0.025) PM2.5 and (<0.05) PM10

**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	27/03/2020	28/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.007	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/03/2020	29/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.005	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	29/03/2020	30/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	30/03/2020	31/03/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.007	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	31/03/2020	1/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.008	0.014	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	1/04/2020	2/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.025	0.049	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	2/04/2020	3/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.005	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	3/04/2020	4/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	4/04/2020	5/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	5/04/2020	6/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	6/04/2020	7/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.005	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	7/04/2020	8/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.010	0.014	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	9/04/2020	10/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.005	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10

**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	10/04/2020	11/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	11/04/2020	12/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	12/04/2020	13/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	13/04/2020	14/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	14/04/2020	15/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	9/04/2020	10/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	10/04/2020	11/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	11/04/2020	12/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	12/04/2020	13/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.006	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	13/04/2020	14/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	14/04/2020	15/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.005	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	15/04/2020	16/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	16/04/2020	17/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10



**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	17/04/2020	18/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	18/04/2020	19/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	19/04/2020	20/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	20/04/2020	21/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.001	0.002	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	21/04/2020	22/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.001	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	22/04/2020	23/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	8/04/2020	9/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.011	0.022	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	9/04/2020	10/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.007	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	10/04/2020	11/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.006	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	11/04/2020	12/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.009	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	12/04/2020	13/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.011	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	13/04/2020	14/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.011	0.013	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	14/04/2020	15/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.011	0.021	No exceedance (<0.025) PM2.5 and (<0.05) PM10

**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	15/04/2020	16/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.021	0.045	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	16/04/2020	17/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.009	0.015	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	17/04/2020	18/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.012	0.019	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	18/04/2020	19/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.010	0.013	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	19/04/2020	20/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.013	0.023	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	20/04/2020	21/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.019	0.039	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	21/04/2020	22/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.011	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	22/04/2020	23/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.015	0.016	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	23/04/2020	24/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.012	0.024	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	24/04/2020	25/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.012	0.017	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/04/2020	26/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.009	0.015	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/04/2020	27/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.010	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	15/04/2020	16/05/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.041	0.044	Exceedance caused my machine fault/background conditions as no INLink work has taken place in this

								area since Rail adjusting which finished early March.
<b>Compliance Monitoring</b>	16/04/2020	17/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.037	0.040	Exceedance caused my machine fault/background conditions as no INLink work has taken place in this area since Rail adjusting which finished early March.
<b>Compliance Monitoring</b>	17/04/2020	18/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.040	0.042	Exceedance caused my machine fault/background conditions as no INLink work has taken place in this area since Rail adjusting which finished early March.
<b>Compliance Monitoring</b>	18/04/2020	19/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.025	0.026	On this day after running for four days the machine received a 'flow' area and the machine turned off.
<b>Compliance Monitoring</b>	19/04/2020	20/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	-	-	Machine turned off
<b>Compliance Monitoring</b>	20/04/2020	21/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	-	-	Machine turned off
<b>Compliance Monitoring</b>	21/04/2020	22/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	-	-	Machine turned off
<b>Compliance Monitoring</b>	22/04/2020	23/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.042	0.044	Machine was restarted in the field on this day after being checked and repair attempted. Exceedance caused my machine fault/background conditions as no INLink work has taken place in this area since Rail adjusting which finished early March.
<b>Compliance Monitoring</b>	23/04/2020	24/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.051	0.055	Exceedance caused my machine fault/background conditions as no INLink work has taken place in this

								area since Rail adjusting which finished early March.
<b>Compliance Monitoring</b>	24/04/2020	25/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	0.045	0.048	Exceedance caused my machine fault/background conditions as no INLink work has taken place in this area since Rail adjusting which finished early March. For an unknown error 'assuming battery problem' the monitor then turned off again.
<b>Compliance Monitoring</b>	25/04/2020	26/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	-	-	Machine turned off
<b>Compliance Monitoring</b>	26/04/2020	27/04/2020	Chainage 498km	Rail construction	Whitton Park Rd to Coradgery Rd	-	-	Machine turned off. Machine was then restarted in the field on the 27/04 once data was retrieved. Manufacturer has been notified of fault.
<b>Compliance Monitoring</b>	23/04/2020	24/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.006	0.010	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	24/04/2020	25/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.006	0.015	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/04/2020	26/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.008	0.021	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/04/2020	27/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	27/04/2020	28/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/04/2020	29/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.006	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10

**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	29/04/2020	30/04/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.007	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	30/04/2020	1/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.002	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	1/05/2020	2/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.002	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	2/05/2020	3/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	3/05/2020	4/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	4/05/2020	5/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	5/05/2020	6/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	27/04/2020	28/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.008	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/04/2020	29/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.015	0.027	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	29/04/2020	30/04/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.007	0.010	No exceedance (<0.025) PM2.5 and (<0.05) PM10. DustTrak switched off and did not monitor between 30/04 to 5/05.
<b>Compliance Monitoring</b>	5/05/2020	6/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.006	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	6/05/2020	7/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.011	0.015	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	7/05/2020	8/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.005	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10

**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	8/05/2020	9/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.004	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	9/05/2020	10/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.004	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10. DustTrak switched off and did not monitor between 10/05 to 13/05. DustTrak was switched on manually on 13/05.
<b>Compliance Monitoring</b>	6/05/2020	7/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.013	0.014	No exceedance (<0.025) PM2.5 and (<0.05) PM10. DustTrak replaced with recently calibrated unit.
<b>Compliance Monitoring</b>	7/05/2020	8/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.005	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	8/05/2020	9/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.004	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	9/05/2020	10/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	10/05/2020	11/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.005	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	11/05/2020	12/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.007	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	12/05/2020	13/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.011	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	6/05/2020	7/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	7/05/2020	8/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	8/05/2020	9/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10



**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	9/05/2020	10/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	10/05/2020	11/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.000	0.000	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	11/05/2020	12/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.001	0.001	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	12/05/2020	13/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.002	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	13/05/2020	14/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	14/05/2020	15/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	15/05/2020	16/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	16/05/2020	17/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.438	0.729	INLink Community Manager informed us that the resident had moved sheep recently (possibly on this day). We suspect the sheep have knocked the DustTrak over. Environmental rep to investigate asap.
<b>Compliance Monitoring</b>	17/05/2020	18/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.847	1.420	As above.
<b>Compliance Monitoring</b>	13/05/2020	14/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.008	0.010	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	14/05/2020	15/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.009	0.010	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	15/05/2020	16/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.008	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10

**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	16/05/2020	17/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.006	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	17/05/2020	18/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.007	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	18/05/2020	19/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.006	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	13/05/2020	14/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.013	0.018	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	14/05/2020	15/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.016	0.018	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	15/05/2020	16/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.009	0.010	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	16/05/2020	17/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.006	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	17/05/2020	18/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	18/05/2020	19/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.007	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	19/05/2020	20/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.005	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	20/05/2020	21/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	21/05/2020	22/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	22/05/2020	23/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.005	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10

**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	23/05/2020	24/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.008	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	24/05/2020	25/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.006	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/05/2020	26/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/05/2020	27/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.01	0.013	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	19/05/2020	20/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.01	0.019	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	20/05/2020	21/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.005	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	21/05/2020	22/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.005	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	22/05/2020	23/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.008	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	23/05/2020	24/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.009	0.01	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	24/05/2020	25/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.004	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/05/2020	26/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/05/2020	27/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.004	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	19/05/2020	20/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10

**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	20/05/2020	21/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.001	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	21/05/2020	22/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.001	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	22/05/2020	23/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.001	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	23/05/2020	24/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.001	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	24/05/2020	25/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.001	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/05/2020	26/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.001	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/05/2020	27/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.001	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	27/05/2020	28/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.015	0.017	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/05/2020	29/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.013	0.016	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	29/05/2020	30/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.009	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	30/05/2020	31/05/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.006	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	31/05/2020	1/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	1/06/2020	2/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.004	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10

## CONSTRUCTION COMPLIANCE REPORT

<b>Compliance Monitoring</b>	27/05/2020	28/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.016	0.022	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/05/2020	29/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.014	0.019	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	29/05/2020	30/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.013	0.018	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	30/05/2020	31/05/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.007	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	31/05/2020	1/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.008	0.015	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	1/06/2020	2/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.005	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	27/05/2020	28/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/05/2020	29/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	29/05/2020	30/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	30/05/2020	31/05/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	31/05/2020	1/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	1/06/2020	2/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	2/06/2020	3/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10

**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	3/06/2020	4/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.007	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	4/06/2020	5/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.020	0.020	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	5/06/2020	6/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.012	0.014	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	6/06/2020	7/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.011	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	2/06/2020	3/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	3/06/2020	4/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.013	0.015	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	4/06/2020	5/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.029	0.031	Exceedance of PM2.5 - NSW Air Quality Index shows elevated PM2.5 for the region and air quality alerts were sent out
<b>Compliance Monitoring</b>	5/06/2020	6/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.027	0.031	Exceedance of PM2.5 - NSW Air Quality Index shows elevated PM2.5 for the region and air quality alerts were sent out
<b>Compliance Monitoring</b>	6/06/2020	7/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.034	0.036	Exceedance of PM2.5 - NSW Air Quality Index shows elevated PM2.5 for the region and air quality alerts were sent out
<b>Compliance Monitoring</b>	2/06/2020	3/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	3/06/2020	4/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10



**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	4/06/2020	5/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	5/06/2020	6/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	6/06/2020	7/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	7/06/2020	8/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.021	0.022	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	8/06/2020	9/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.019	0.021	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	9/06/2020	10/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.009	0.01	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	10/06/2020	11/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.011	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	7/06/2020	8/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.014	0.015	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	8/06/2020	9/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.015	0.016	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	9/06/2020	10/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.009	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	10/06/2020	11/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.006	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	11/06/2020	12/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.007	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	12/06/2020	13/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.011	0.012	No exceedance (<0.025) PM2.5 and (<0.05) PM10

**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	13/06/2020	14/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	14/06/2020	15/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.01	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	15/06/2020	16/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.013	0.014	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	11/06/2020	12/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.015	0.016	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	12/06/2020	13/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.009	0.01	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	13/06/2020	14/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	14/06/2020	15/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.004	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	15/06/2020	16/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	7/06/2020	8/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	8/06/2020	9/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	9/06/2020	10/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	10/06/2020	11/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	11/06/2020	12/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10

## CONSTRUCTION COMPLIANCE REPORT

<b>Compliance Monitoring</b>	12/06/2020	13/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	13/06/2020	14/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	14/06/2020	15/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.004	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	15/06/2020	16/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.003	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	16/06/2020	17/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.002	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	16/06/2020	17/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.006	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	17/06/2020	18/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.007	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	18/06/2020	19/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.006	0.008	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	19/06/2020	20/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.004	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	20/06/2020	21/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.003	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	21/06/2020	22/06/2020	Chainage 450km	Civil Construction	Brolgan RD Nth to Henry Parkes Way	0.002	0.002	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	16/06/2020	17/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.009	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	17/06/2020	18/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10

**CONSTRUCTION COMPLIANCE REPORT**

<b>Compliance Monitoring</b>	18/06/2020	19/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	19/06/2020	20/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	20/06/2020	21/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	21/06/2020	22/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.003	0.004	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	17/06/2020	18/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	18/06/2020	19/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	19/06/2020	20/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	20/06/2020	21/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	21/06/2020	22/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	22/06/2020	23/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.001	0.001	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	23/06/2020	24/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.001	0.001	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	24/06/2020	25/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.006	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/06/2020	26/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.009	0.011	No exceedance (<0.025) PM2.5 and (<0.05) PM10

## CONSTRUCTION COMPLIANCE REPORT

<b>Compliance Monitoring</b>	26/06/2020	27/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.004	0.005	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	27/06/2020	28/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.013	0.013	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/06/2020	29/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.009	0.009	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	29/06/2020	30/06/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.007	0.007	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	30/06/2020	1/07/2020	Chainage 498km	Civil Construction	Whitton Park Rd to Coradgery Rd	0.005	0.006	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	22/06/2020	23/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	23/06/2020	24/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	24/06/2020	25/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	25/06/2020	26/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	26/06/2020	27/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	27/06/2020	28/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	28/06/2020	29/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
<b>Compliance Monitoring</b>	29/06/2020	30/06/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10

CONSTRUCTION COMPLIANCE REPORT

Compliance Monitoring	30/06/2020	1/07/2020	Chainage 523km	Civil Construction	Tomingley West to Wyanga	0.002	0.003	No exceedance (<0.025) PM2.5 and (<0.05) PM10
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## Appendix D Dust Deposition Monitoring Results

Id number	Criteria annual averaging period	Jan -20	Comments	Feb-20	Comments	Mar -20	Comments	Apr -20	Comments	May -20	Comments
DDM01	2 g/m2/month2	36.3	13/01/2020 Dust Storm site wide 19/01/2020 dust storm site wide 23/01/2020 Dust storm site wide 26/01/2020 Dust storm site wide	1.8	26/02/2020 Dust Storm site wide	1.3		1.7		1.5	
DDM02	2 g/m2/month2	60.9	13/01/2020 Dust Storm site wide 19/01/2020 dust storm site wide 23/01/2020 Dust storm site wide 26/01/2020 Dust storm site wide	7.6	26/02/2020 Dust Storm site wide	2.5		1.4		0.5	
DDM03	2 g/m2/month2	22.9	13/01/2020 Dust Storm site wide 19/01/2020 dust storm site wide 23/01/2020 Dust storm site wide 26/01/2020 Dust storm site wide	2.3	26/02/2020 Dust Storm site wide	1.8		1			Sample contaminated: Funnel broke and fell into bottle

<b>DDM04</b>	2 g/m2/month2	58.4	13/01/2020 Dust Storm site wide 19/01/2020 dust storm site wide 23/01/2020 Dust storm site wide 26/01/2020 Dust storm site wide	6.8	26/02/2020 Dust Storm site wide	3.6		2.4		0.9	
<b>DDM05</b>	2 g/m2/month2	24.1	13/01/2020 Dust Storm site wide 19/01/2020 dust storm site wide 23/01/2020 Dust storm site wide 26/01/2020 Dust storm site wide	5.1	26/02/2020 Dust Storm site wide	4.5		2.9		0.9	
<b>DDM06</b>	2 g/m2/month2	19.6	13/01/2020 Dust Storm site wide 19/01/2020 dust storm site wide 23/01/2020 Dust storm site wide 26/01/2020 Dust storm site wide	7.6	26/02/2020 Dust Storm site wide	2.8		2.5		0.6	
<b>DDM07</b>	2 g/m2/month2	54.3	13/01/2020 Dust Storm site wide 19/01/2020 dust storm site wide 23/01/2020 Dust storm site wide 26/01/2020 Dust storm site wide	5.4	26/02/2020 Dust Storm site wide	3.3		2.1		0.6	
<b>DDM08</b>	2 g/m2/month2	43.8	13/01/2020 Dust Storm site wide 19/01/2020 dust storm site wide 23/01/2020 Dust storm site wide	4	26/02/2020 Dust Storm site wide	4.8		2.8		0.6	

			26/01/2020 Dust storm site wide								
<b>DDM09</b>	2 g/m2/month2	43.7	13/01/2020 Dust Storm site wide 19/01/2020 dust storm site wide 23/01/2020 Dust storm site wide 26/01/2020 Dust storm site wide	6.3	26/02/2020 Dust Storm site wide	5.4		2.9		1	
<b>DDM10</b>	2 g/m2/month2	62.8	13/01/2020 Dust Storm site wide 19/01/2020 dust storm site wide 23/01/2020 Dust storm site wide 26/01/2020 Dust storm site wide	7	26/02/2020 Dust Storm site wide		Bottle was stolen			1.5	
<b>DDM11</b>	2 g/m2/month2	41.9	13/01/2020 Dust Storm site wide 19/01/2020 dust storm site wide 23/01/2020 Dust storm site wide 26/01/2020 Dust storm site wide	3	26/02/2020 Dust Storm site wide	1.2		1.2		0.2	



Appendix E Water Quality Monitoring

LOCATION	RAINFALL EVENT (MM) OR OTHERWISE INDICATED	FLOW (LOW, MEDIUM, HIGH)	DATE	TIME	PH		SALINITY (PPT)		TURBIDITY (NTU)		DISSOLVED OXYGEN (%)		TEMP (°C)	OIL/ GREASE (Y/N)	DEBRIS (Y/N)	COMMENTS
					Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?				
YELLOW CREEK U/S	14mm	No flow at the time of monitoring. Pooling rainwater only.	28/01/2020	9:45am	7.34	-	0	-	600	-	63.9	-	32.73	N	N	Turbid water was originally coming onto site. Low dissolved oxygen levels were observed upstream.
YELLOW CREEK M/S	14mm	No flow at the time of monitoring. Pooling rainwater only.	28/01/2020	9:54am	7.36	N	0.1	N	554	N	68.8	N	27.1	N	N	Midstream results are not greater than 20% of the upstream. However, increases downstream may have been due to vehicular traffic driving through the western side of the alignment. Low dissolved oxygen levels were observed upstream and downstream.
YELLOW CREEK D/S	14mm	No flow at the time of monitoring. Pooling rainwater only.	28/01/2020	9:56am	7.42	N	0	N	788	Y	27.9	Y	29.81	N	N	Midstream results are not greater than 20% of the upstream. However, increases downstream may have been due to vehicular traffic driving through the western side of the alignment. Low dissolved oxygen levels were observed upstream and downstream.
YELLOW CREEK U/S	20-30mm over 48 hours	Yellow creek flowing through site	10/02/2020	9:45am	8.04	-	0	-	>1000	-	61.9	-	22.39	N	N	Water flowing into site was high in turbidity and pH. Low dissolved oxygen levels were recorded upstream. Midstream and downstream monitoring we not greater than 20% of the upstream results
YELLOW CREEK M/S	20-30mm over 48 hours	Yellow creek flowing through site	10/02/2020	9:50am	7.92	N	0	N	>1000	N	63.9	N	22.39	N	N	Water flowing into site was high in turbidity and pH. Low dissolved oxygen levels were recorded upstream. Midstream and downstream monitoring we not greater than 20% of the upstream results
YELLOW CREEK D/S	20-30mm over 48 hours	Yellow creek flowing through site	10/02/2020	9:55am	7.81	N	0	N	>1000	N	61	N	22.99	N	N	Water flowing into site was high in turbidity and pH. Low dissolved oxygen levels were recorded upstream. Midstream and downstream monitoring we not greater than 20% of the upstream results
BULLDOG CREEK U/S	20-30mm over 48 hours	High flow	10/02/2020	11:50am	7.84	-	0.1	-	>1000	N	86.4	-	23.99	N	N	Bulldog Ck flowing. High turbidity results were recorded coming onto site.
BULLDOG CREEK M/S	20-30mm over 48 hours	High flow	10/02/2020	11:55am	7.99	N	0.1	N	>1000	N	79.97	N	23.75	N	N	Bulldog Ck flowing. Culvert in stage 3 however rail works has damaged U/S diversion bunds. Downstream turbidity levels were not greater than 20% of the upstream water quality levels. Unknown as to the cause of the decrease level in dissolved oxygen, no works occurring during this time can account for a decrease.
BULLDOG CREEK D/S	20-30mm over 48 hours	High flow	10/02/2020	11:58am	7.64	N	0.1	N	575	-	61.31	Y	24.26	N	N	Bulldog Ck flowing. Culvert in stage 3 however rail works has damaged U/S diversion bunds. Downstream turbidity levels were not greater than 20% of the upstream water quality levels. Unknown as to the cause of the decrease level in dissolved oxygen, no works occurring during this time can account for a decrease.
TEN MILE CREEK U/S	45mm	Low flows through site	12/02/2020	9:57am	7.13	-	0	-	>1000	-	78.71	-	23.14	N	N	Water flowing slowly onto and off site, entering at extremely high turbidity from upstream. Rainfall event exceeded the design criteria for the onsite erosion and sediment control measures.
TEN MILE CREEK D/S	45mm	Low flows through site	12/02/2020	10:00am	7.06	N	0	N	>1000	N	79.68	N	23.14	N	N	Water flowing slowly onto and off site, entering at extremely high turbidity from upstream. Downstream water quality results were not greater than 20% of the upstream readings.

LOCATION	RAINFALL EVENT (MM) OR OTHERWISE INDICATED	FLOW (LOW, MEDIUM, HIGH)	DATE	TIME	PH		SALINITY (PPT)		TURBIDITY (NTU)		DISSOLVED OXYGEN (%)		TEMP (°C)	OIL/ GREASE (Y/N)	DEBRIS (Y/N)	COMMENTS
					Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?				
																Rainfall event exceeded the design criteria for the onsite erosion and sediment control measures.
UN-NAMED WATERWAY CHAINAGE 461.17KM U/S	26mm	Low flows through site	13/02/2020	9:15am	7.32	-	0	-	>1000	-	99.26	-	22.54	N	N	Water flowing slowly onto and off site, entering at extremely high turbidity from upstream.
UN-NAMED WATERWAY CHAINAGE 461.17KM D/S	26mm	Low flows through site	13/02/2020	9:18am	7.3	N	0	N	>1000	N	104.1	N	22.71	N	N	Water flowing slowly onto and off site, entering at extremely high turbidity from upstream. Downstream water quality results were not greater than 20% of the upstream readings. High dissolved oxygen levels may have been due to the water passing through the Rock Filter Dam (RFD).
TOMINGLEY CREEK U/S	36-51mm	High flows. water appears to have flowed over RFD	06/03/2020	10:16am	7.38	-	0	-	277	-	95.9	-	20.37	N	N	High flows through the site.
TOMINGLEY CREEK M/S	36-51mm	High flows. water appears to have flowed over RFD	06/03/2020	10:20am	7.66	N	0	N	298	N	66.7	Y	21.58	N	N	High flows through the site. Turbidity of the water slight increased within the culvert and then decreased as it passed through the erosion controls downstream. Turbidity levels were not greater than 20% of the upstream. Dissolved oxygen levels decreased within the culvert however then increase as it passed through the RFDs downstream (possibly due to the water movement through the rock filter dam). Dissolved oxygen levels were not greater than 20% of the upstream.
TOMINGLEY CREEK D/S	36-51mm	High flows. water appears to have flowed over RFD	06/03/2020	10:23am	7.82	N	0	N	215	N	115	N	21.86	N	N	High flows through the site. Turbidity of the water slight increased within the culvert and then decreased as it passed through the erosion controls downstream. Turbidity levels were not greater than 20% of the upstream. Dissolved oxygen levels decreased within the culvert however then increase as it passed through the controls downstream (possibly due to the water movement through the RFD). Dissolved oxygen levels were not greater than 20% of the upstream.
YELLOW CREEK U/S	36-51mm	Water flowing through stage 3 controlled culvert - high flow	06/03/2020	12:15pm	7.3	-	0	-	418	-	84.3	-	23.7	N	N	Rainfall event exceeded the design for the project erosion controls. DO was low coming onto site and potentially increased as the water travelled through the RFD.
YELLOW CREEK M/S	36-51mm	Water flowing through stage 3 controlled culvert - high flow	06/03/2020	12:20pm	7.44	N	0	N	430	N	62.80	Y	24.25	N	N	Rainfall event exceeded the design for the project erosion controls. DO was low coming onto site and potentially increased as the water travelled through the RFD.
YELLOW CREEK D/S	36-51mm	Water flowing through stage 3 controlled culvert - high flow	06/03/2020	12:25pm	7.53	N	0	N	421	N	103.7	Y	25.17	N	N	Rainfall event exceeded the design for the project erosion controls. DO was low coming onto site and potentially increased as the water travelled through the erosion controls.
YELLOW CREEK U/S	21mm	Low flow through stage 3	26/03/2020	11:07am	7.18	-	0	-	225	-	60.42	-	19.93	N	N	Low flow through clean water drain. Turbid water flowing onto site. Water coming onto site also low in dissolved oxygen.
YELLOW CREEK M/S	21mm	Low flow through stage 3	26/03/2020	11:12am	7.16	N	0	N	239	N	95.38	-	20.54	N	N	Low flow through clean water drain. Turbid water flowing onto site. Water coming onto site also low in dissolved oxygen. Downstream



LOCATION	RAINFALL EVENT (MM) OR OTHERWISE INDICATED	FLOW (LOW, MEDIUM, HIGH)	DATE	TIME	PH		SALINITY (PPT)		TURBIDITY (NTU)		DISSOLVED OXYGEN (%)		TEMP (°C)	OIL/ GREASE (Y/N)	DEBRIS (Y/N)	COMMENTS
					Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?				
																water quality was not greater than 20% of the upstream water quality.
YELLOW CREEK D/S	21mm	Low flow through stage 3	26/03/2020	11:15am	7.2	N	0	N	235	N	70	N	21.4	N	N	Low flow through clean water drain. Turbid water flowing onto site. Water coming onto site also low in dissolved oxygen. Downstream water quality was not greater than 20% of the upstream water quality.
YELLOW CREEK U/S	24mm over 48 hours	Low flow through stage 3	31/03/2020	10:55am	7.68	-	0	-	173	-	73	-	23.61	N	N	Low flow through clean water drain. Turbid water flowing onto site. Water coming onto site also low in dissolved oxygen.
YELLOW CREEK D/S	24mm over 48 hours	Low flow through stage 3	31/03/2020	11:00am	7.47	N	0	N	169	N	72.7	N	23.13	N	N	Low flow through clean water drain. Turbid water flowing onto site. Water coming onto site also low in dissolved oxygen. Downstream water quality was not greater than 20% of the upstream water quality.
UN-NAMED WATERWAY CHAINAGE 461.17KM U/S	72mm	High flow	04/04/2020	12:30pm	7.54	-	0.2	-	280	-	90.51	-	16.02	N	N	Rainfall event exceeded the design for the project erosion controls. Turbid water entering site at a high velocity.
UN-NAMED WATERWAY CHAINAGE 461.17KM M/S	72mm	High flow	04/04/2020	12:35pm	6.64	N	0.3	N	105	N	89.49	-	15.62	N	N	Rainfall event exceeded the design for the project erosion controls. High flow through site. Downstream RFD blown out. Downstream results for turbidity we better than upstream. Downstream dissolved oxygen level improved and still within ANZECC guidelines.
UN-NAMED WATERWAY CHAINAGE 461.17KM D/S	72mm	High flow	04/04/2020	12:40pm	6.87	N	0.3	N	77.3	N	95.3	-	15.22	N	N	Rainfall event exceeded the design for the project erosion controls. High flow through site. Downstream RFD blown out. Downstream results for turbidity we better than upstream. Downstream dissolved oxygen level improved and still within ANZECC guidelines.
TEN MILE CREEK U/S	55mm	Medium flow through clean water drain/stage 3	04/04/2020	9:10am	7.58	-	0.1	-	720	-	95.25	-	16.21	N	N	Rainfall event exceeded the design for the project erosion controls. Moderate flow through site.
TEN MILE CREEK M/S	55mm	Medium flow through clean water drain/stage 3	04/04/2020	9:55am	7.77	N	0.1	N	700	N	89.37	-	16.2	N	N	Rainfall event exceeded the design for the project erosion controls. Moderate flow through site. Downstream results for turbidity we better than upstream. Downstream dissolved oxygen level decreased slightly however is still within ANZECC guidelines.
TEN MILE CREEK D/S	55mm	Medium flow through clean water drain/stage 3	04/04/2020	10:00am	7.88	N	0.1	N	679	N	90.4	-	16.16	N	N	Rainfall event exceeded the design for the project erosion controls. Moderate flow through site. Downstream results for turbidity we better than upstream. Downstream dissolved oxygen level decreased slightly however is still within ANZECC guidelines.
TOMINGLEY CREEK U/S	63.5mm	Low flow at the time of monitoring; higher flows suspected during rain event	04/04/2020	9:50AM	7.24	-	0	-	321	-	92.1	-	21.58	N	N	Rainfall event exceeded the design for the project erosion controls. Low flow at the time of monitoring; higher flows suspected during rain event. Turbidity levels were not greater than 20% of the upstream.
TOMINGLEY CREEK D/S	63.5mm	Low flow at the time of monitoring; higher flows suspected during rain event	04/04/2020	10:00am	7.5	N	0	N	337	N	90.90	-	21.86	N	N	Rainfall event exceeded the design for the project erosion controls. Low flow at the time of monitoring; higher flows suspected during rain event. Turbidity levels were not greater than 20% of the upstream.

LOCATION	RAINFALL EVENT (MM) OR OTHERWISE INDICATED	FLOW (LOW, MEDIUM, HIGH)	DATE	TIME	PH		SALINITY (PPT)		TURBIDITY (NTU)		DISSOLVED OXYGEN (%)		TEMP (°C)	OIL/ GREASE (Y/N)	DEBRIS (Y/N)	COMMENTS
					Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?				
BRADYS COWAL M/S	65.5mm	Low flow at the time of monitoring; higher flows suspected during rain event	04/04/2020	9:50am	7.45	-	0	-	338	-	88.8	-	18.96	N	N	Rainfall event exceeded the design for the project erosion controls. Low flow at the time of monitoring; higher flows suspected during rain event. Turbidity levels downstream were less than what was recorded midstream. A 10% decrease in dissolved oxygen levels were observed downstream.
BRADYS COWAL D/S	65.5mm	Low flow at the time of monitoring; higher flows suspected during rain event	04/04/2020	10:00am	7.2	-	0	-	322	N	81.2	N	18.9	N	N	Rainfall event exceeded the design for the project erosion controls. Low flow at the time of monitoring; higher flows suspected during rain event. Turbidity levels downstream were less than what was recorded midstream. A 10% decrease in dissolved oxygen levels were observed downstream.
YELLOW CREEK U/S	62.5mm	High flow	04/04/2020	1:20pm	6.96	-	0	-	964	-	92.3	-	19.75	N	N	Rainfall event exceeded the design for the project erosion controls. Yellow Ck water levels above stage 3 controls. Water coming onto site has high turbidity readings. Unknown cause as to the low dissolved oxygen readings as there was nothing on site which could account for it. Turbidity and dissolved oxygen levels downstream were not greater than 20% of the upstream water quality
YELLOW CREEK D/S	62.5mm	High flow	04/04/2020	1:25pm	7.08	N	0	N	903	N	74.5	N	20.13	N	N	Rainfall event exceeded the design for the project erosion controls. Yellow Ck water levels above stage 3 controls. Water coming onto site has high turbidity readings. Unknown cause as to the low dissolved oxygen readings as there was nothing on site which could account for it. Turbidity and dissolved oxygen levels downstream were not greater than 20% of the upstream water quality
BULLDOG CREEK U/S	62.5mm	High flow	08/04/2020	9:20am	7.89	-	0	-	>1000	-	79.1	-	20.09	N	N	Rainfall event exceeded the design for the project erosion controls. Location is surrounding by farms contributing to sediment runoff. Turbidity and dissolved oxygen results were not greater than 20% of the upstream water quality.
BULLDOG CREEK D/S	62.5mm	High flow	08/04/2020	9:25am	7.85	N	0	N	>1000	N	78.8	N	20.15	N	N	Rainfall event exceeded the design for the project erosion controls. Location is surrounding by farms contributing to sediment runoff. Turbidity and dissolved oxygen results were not greater than 20% of the upstream water quality.
BURRILL CREEK U/S	55mm on 04/04/20	Low flow	08/04/2020	1:20pm	7.35	-	0	-	420	-	91.2	-	21.2	N	N	Rainfall event exceeded the design for the project erosion controls. Still flowing from rain fallen over the 03/04 in A1.1 - 55mm. Creek was only accessible from 08/04
BURRILL CREEK D/S	55mm on 04/04/20	Low flow	08/04/2020	1:25pm	7.21	N	0	N	360	N	84.3	N	20.87	N	N	Rainfall event exceeded the design for the project erosion controls. Still flowing from rain fallen over the 03/04 in A1.1 - 55mm. Creek was only accessible from 08/04. Turbidity results improved downstream.
UN-NAMED WATERWAY CHAINAGE 461.17KM U/S	58mm in 48 hours	Moderate flow	01/05/2020	1:30pm	7.7	-	0.7	-	9.6	-	91.3	-	12.62	N	N	Rainfall event exceeded the design for the project erosion controls.

LOCATION	RAINFALL EVENT (MM) OR OTHERWISE INDICATED	FLOW (LOW, MEDIUM, HIGH)	DATE	TIME	PH		SALINITY (PPT)		TURBIDITY (NTU)		DISSOLVED OXYGEN (%)		TEMP (°C)	OIL/ GREASE (Y/N)	DEBRIS (Y/N)	COMMENTS
					Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?				
UN-NAMED WATERWAY CHAINAGE 461.17KM M/S	58mm in 48 hours	Moderate flow	01/05/2020	1:35pm	7.61	N	0.7	N	7.3	-	89.8	-	12.88	N	N	Rainfall event exceeded the design for the project erosion controls.
UN-NAMED WATERWAY CHAINAGE 461.17KM D/S	58mm in 48 hours	Moderate flow	01/05/2020	1:40pm	7.72	N	0.7	N	7.3	-	89.5	-	12.8	N	N	Rainfall event exceeded the design for the project erosion controls.
BURRILL CREEK U/S	52mm in 48 hours	High flow	01/05/2020	10:35am	6.96	-	0.1	-	452	-	86.8	-	12.39	N	N	Rainfall event exceeded the design for the project erosion controls. The area surrounding Burrill Creek has been landscaped
BURRILL CREEK M/S	52mm in 48 hours	High flow	01/05/2020	10:40am	7.71	N	0.1	N	415	N	87.1	-	12.6	N	N	Rainfall event exceeded the design for the project erosion controls. The area surrounding Burrill Creek has been landscaped
BURRILL CREEK D/S	52mm in 48 hours	High flow	01/05/2020	10:45am	7.69	N	0.1	N	575	Y	87.1	-	12.58	N	N	Rainfall event exceeded the design for the project erosion controls. The area surrounding Burrill Creek has been landscaped.
TEN MILE CREEK U/S	53.5mm in 48 hours	Low flow	01/05/2020	9:15am	7.01	-	0.1	-	257	-	86.6	-	12.39	N	N	Rainfall event exceeded the design for the project erosion controls.
TEN MILE CREEK M/S	53.5mm in 48 hours	Low flow	01/05/2020	9:20am	6.99	N	0.1	N	269	N	86.4	-	12.29	N	N	Rainfall event exceeded the design for the project erosion controls. Turbidity results were not greater than 20% of the upstream water quality.
TEN MILE CREEK D/S	53.5mm in 48 hours	Low flow	01/05/2020	9:25am	6.96	N	0.1	N	285	N	86.3	-	12.23	N	N	Rainfall event exceeded the design for the project erosion controls. Turbidity results were not greater than 20% of the upstream water quality.
TOMINGLEY CREEK U/S	28mm on Wednesday, 24mm on Thursday	Moderate flow	01/05/2020	8:55am	7.24	-	0	-	130	-	91.5	-	10.46	N	N	Turbid water was observed coming onto site.
TOMINGLEY CREEK D/S	28mm on Wednesday, 24mm on Thursday	Moderate flow	01/05/2020	9:00am	7.36	N	0	N	147	N	96.5	-	10.44	N	N	Turbidity results were not greater than 20% of the upstream water quality.
BRADYS COWAL U/S	28mm on Wednesday, 24mm on Thursday	Moderate flow	01/05/2020	9:43am	7.2	-	0	-	116	-	79.6	-	11.16	N	N	Turbid and low dissolved oxygen water coming onto site.
BRADYS COWAL D/S	28mm on Wednesday, 24mm on Thursday	Moderate flow	01/05/2020	9:45am	7.25	N	0	N	74.6	N	80.0	N	10.79	N	N	Turbidity levels decreased going through the site erosion controls compared to upstream. Both upstream and downstream dissolved oxygen levels are just below the ANZECC guidelines.
YELLOW CREEK U/S	28mm on Wednesday, 24mm on Thursday	Moderate flow	01/05/2020	11:55am	7.25	-	0	-	359	-	65	-	12.39	N	N	Turbid waters entering the site from upstream with low oxygen readings. Downstream water quality was not greater than 20% of the upstream levels.
YELLOW CREEK D/S	28mm on Wednesday, 24mm on Thursday	Moderate flow	01/05/2020	12:00pm	7.19	N	0	N	365	N	68	N	12.69	N	N	Turbid waters entering the site from upstream with low oxygen readings. Downstream water quality was not greater than 20% of the upstream levels.
TOMINGLEY CREEK U/S	10-15mm	Low flow	21/05/2020		7.19	-	0	-	467	-	90.5	-	17.91	N	N	Turbid water was observed coming onto site.
TOMINGLEY CREEK D/S	10-15mm	Low flow	21/05/2020		7.26	N	0	N	489	N	87	-	17.84	N	N	Turbidity results were not greater than 20% of the upstream water quality. Turbid results may

LOCATION	RAINFALL EVENT (MM) OR OTHERWISE INDICATED	FLOW (LOW, MEDIUM, HIGH)	DATE	TIME	PH		SALINITY (PPT)		TURBIDITY (NTU)		DISSOLVED OXYGEN (%)		TEMP (°C)	OIL/ GREASE (Y/N)	DEBRIS (Y/N)	COMMENTS
					Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?				
																have been due to vehicular traffic going through the culvert.
TOMINGLEY CREEK D/S	37mm	Low flow	14/06/2020		7.64	-	0	-	253	-	114.7	-	12.51	N	N	Rain event exceeded the design criteria for the erosion and sediment controls. Site was unsafe to obtain mid and upstream water quality samples. Turbid water was visually observed flowing through the site from the adjacent paddock.
BURRILL CREEK U/S	36mm	Moderate flow	14/06/2020	12:18pm	7.69	-	0	-	86.4	-	75.8	-	12.64	N	N	Section A1.1 has been fully landscaped. Was unable to undertake downstream samples due to the fence in place. Unable to determine what caused the elevated pH levels are there was no evidence of concrete works occurring within the vicinity or any other activity which may have changed the pH of the water. Dissolved oxygen was low coming onto site and potentially increased as the water flowed through the culvert structures and rock.
BURRILL CREEK M/S	36mm	Moderate flow	14/06/2020	12:22pm	8.25	N	0	N	20.7	-	125.1	Y	14.11	N	N	Section A1.1 has been fully landscaped. Was unable to undertake downstream samples due to the fence in place. Unable to determine what caused the elevated pH levels are there was no evidence of concrete works occurring within the vicinity or any other activity which may have changed the pH of the water. Dissolved oxygen was low coming onto site and potentially increased as the water flowed through the culvert structures and rock.
UN-NAMED WATERWAY CHAINAGE 461.17KM U/S	33mm	Moderate flows	14/06/2020	2:02pm	7.57	-	0.4	-	197	-	104.7	-	14.74	N	N	Insufficient water within the culvert for mid-stream and downstream testing. Unable to determine what caused the elevated pH levels are there was no evidence of any other activity which may have changed the pH of the water in the adjacent paddock.
TOMINGLEY CREEK U/S	10-15mm over 72 hours	Low flow	24/06/2020	9:22am	7.45	-	0.1	-	212	-	81.2	-	9.89	N	N	Water flowing onto site had low levels of dissolved oxygen.
TOMINGLEY CREEK D/S	10-15mm over 72 hours	Low flow	24/06/2020	9:29am	7.43	-	0.1	-	212	N	83.5	N	9.88	N	N	Downstream turbidity and dissolved oxygen levels were not greater than 20% of the upstream water quality results.
BRADYS COWAL D/S	10-15mm over 72 hours	Low flow	24/06/2020	10:00am	7.47	-	0	-	9.3	-	68.30	-	10.77	N	N	Insufficient water within the culvert for mid-stream and upstream testing. DO levels can be indicative of a lower dissolved oxygen reading coming onto site.
YELLOW CREEK U/S	10-15mm over 72 hours	Low flow	24/06/2020	12:05pm	7.34	-	0	-	185	-	82.5	-	11.61	N	N	Turbid waters entering the site from upstream with low oxygen readings. Downstream water quality was better than the upstream water quality.
YELLOW CREEK D/S	10-15mm over 72 hours	Low flow	24/06/2020	12:10pm	7.56	N	0	N	51.3	-	87.9	-	11.99	N	N	Turbid waters entering the site from upstream with low oxygen readings. Downstream water quality was better than the upstream water quality.
BURRILL CREEK U/S	23.5mm over 4 days	Pooling water	24/06/2020	3:35pm	7.92	-	0	-	81.5	-	90.7	-	12.05	N	N	Section A1.1 has been fully landscaped. Was unable to undertake downstream samples due to the fence in place. Water quality improved midstream compared to upstream.
BURRILL CREEK M/S	23.5mm over 4 days	Pooling water	24/06/2020	3:28pm	7.96	N	0	N	50.6	-	92.6	-	12.11	N	N	Section A1.1 has been fully landscaped. Was unable to undertake downstream samples due to the fence in place. Water quality improved midstream compared to upstream.

LOCATION	RAINFALL EVENT (MM) OR OTHERWISE INDICATED	FLOW (LOW, MEDIUM, HIGH)	DATE	TIME	PH		SALINITY (PPT)		TURBIDITY (NTU)		DISSOLVED OXYGEN (%)		TEMP (°C)	OIL/ GREASE (Y/N)	DEBRIS (Y/N)	COMMENTS
					Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?				
SIMON HUTCHINSON	0mm	No flow - collected from private bore	10/01/2020	10:05am	6.96	-	0.3	-	11.9	-	63.1	-	24.24	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	15/01/2020	9:00am	6.25	-	0.3	-	7.8	-	63.6	-	23.19	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	22/01/2020	1:30pm	6.16	-	0.3	-	8.1	-	68.2	-	25.95	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	28/01/2020	10:30am	6.01	-	0.3	-	10.3	-	76.8	-	25.16	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	07/02/2020	9:30am	5.89	-	0.3	-	25.9	-	67.2	-	23.82	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	12/02/2020	11:57am	2.95	-	0.3	-	11.1	-	45.6	-	30.96	N	N	pH probe to be re calibrated as pH readings have been unusual. pH probe issue confirmed. Probe repaired and returned to INLink 19/02/20
SIMON HUTCHINSON	0mm	No flow - collected from private bore	20/02/2020	1:55am	7.01	-	0.3	-	2.1	-	120.8	-	22.84	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	26/02/2020	2:05pm	7.12	-	0.3	-	4.2	-	143.06	-	26.44	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	06/03/2020	1:00pm	7.07	-	0.3	-	3.6	-	129.37	-	24.65	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	12/03/2020	11:00am	6.96	-	0.2	-	0	-	93.94	-	21.16	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	17/03/2020	11:03am	6.87	-	0.3	-	0	-	116.82	-	21.42	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	23/03/2020	10:50am	7.03	-	0.3	-	0	-	83.94	-	22.9	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	31/03/2020	11:30am	6.96	-	0.2	-	0	-	84.05	-	21.16	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	09/04/2020	10:37am	7.12	-	0.2	-	0	-	89.5	-	22.2	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	17/04/2020	10:30am	7.00	-	0.2	-	0	-	88.2	-	21.93	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	21/04/2020	10:30am	7.09	-	0.2	-	0	-	87.4	-	20.78	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	01/05/2020	12:25am	7.08	-	0.2	-	0	-	88.6	-	20.2	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	06/05/2020	9:30am	7.02	-	0.2	-	0	-	71.5	-	19.4	N	N	Water source monitoring

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					Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?	Result	Is downstream greater than 20% of the upstream?				
SIMON HUTCHINSON	0mm	No flow - collected from private bore	12/05/2020	9:04am	6.78	-	0.2	-	13.5	-	69.2	-	18.1	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	20/05/2020	10:30am	6.87	-	0.3	-	0	-	68	-	18.59	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	28/05/2020	10:15am	6.98	-	0.2	-	0	-	89.5	-	14.68	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	03/06/2020	10:25am	6.88	-	0.2	-	0	-	86.4	-	13.61	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	10/06/2020	9:25am	7.02	-	0.2	-	0	-	81.5	-	14.72	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	17/06/2020	10:50am	6.99	-	0.2	-	5.7	-	77	-	15.81	N	N	Water source monitoring
SIMON HUTCHINSON	0mm	No flow - collected from private bore	24/06/2020	12:40pm	6.94	-	0.2	-	0	-	75.2	-	14.86	N	N	Water source monitoring



Appendix F P2N Complaints Register

P2N Complaints Register as at 30 June 2020												
No.	Date received	Time received	Method received	CM Unique Identifier	Chainage	Nature of Complaint	Number of people affected in relation to a complaint	Details of Complaint	Response to Complaint	Date Responded	Time Responded	Status of Complaint
1	01/11/2018	9:30am	Meeting	27372 15792 27852 27525		Design - Flooding	4	Complainant raised concerns regarding the size of culverts and does not agree with the proposed culvert configuration at some locations and suggested ARTC redistribute the culverts. Complainant would like ARTC to increase the number of culverts presently proposed.	Independent mediation has been coordinated via Australian Dispute Centre. Initial mediation session was held 10 January 2020. No outcome at Independent Mediation was reached. Complaint closed. Landowners notified of this on 14/02/2020	10/01/2020	9:30am	Closed Out 14/2020
2	05/11/2018	Not recorded	Door Knock	21817		Noise - Operations	1	Complainant raised concerns regarding potential noise impacts and the number of future train movements proposed.	ARTC discussed with the complainant the proposed change in train numbers from 2018, 2025 and 2040. The Complainant was also advised of the EPA Rail Infrastructure Noise Guidelines and the Operational Noise and Vibration Review.	05/11/2018	Not recorded	Closed out 7/12/2018
3	05/12/2018	Not recorded	Meeting	28832 12797 12798		Noise mitigation	3	Complainant contacted ARTC regarding noise mitigation measures for a property they own which is located near the railway line. The complainant has requested compensation.	ARTC advised that under the Conditions of Approval, ARTC are required to install noise mitigations within 6 months of construction starting. ARTC and the complainant agreed to continue discussions regarding compensation options.	05/12/2018	Not recorded	Closed Out 19/12/2018
4	05/12/2018 and 19/12/2018	2:58pm	Meeting			Project Design	4	Complainant raised issues relating to a proposed road closure and the impacts this may cause.	The decision has been made to close the unauthorised road after investigating multiple options. ARTC has met with impacted landowners and councillors to discuss the decision and outcomes.	05/12/2018	7:16pm	Closed out 27/11/19
5	19/12/2018	12:00pm	Meeting	26399 12864 28832 12797 12798		Project Design	4	Complainant raised issues relating to a proposed road closure and the impacts this may cause.	The decision has been made to close the unauthorised road after investigating multiple options. ARTC has met with impacted landowners and councillors to discuss the decision and outcomes.	19/12/2018	12:00pm	Closed out 27/11/19
6	19/12/2018	5:30pm	Meeting	32001		Noise Mitigation/ Project Design	1	Complainant raised concerns regarding potential operational noise. Complainants property is outside approved noise mitigation triggers.  Complainant raised concerns regarding impacts to farming operations due to a proposed closure of a public Level Crossing. Requested ARTC purchase land due to the removal of this level crossing.	ARTC has met with landowner to advise that the house is not eligible for noise mitigation treatment based on the specifications in the ONVR (Aug 2019). The concerns about the split property are understood, however ARTC will not be purchasing the property.	19/12/2018	5:30pm	Closed out 30/11/19
7	23/02/2019	08:00am	Phone call (in)	20348		Dust and Traffic Movements	2	Complainant raised concerns about the traffic movements which were creating dust at Wards Lane. This was near his house which was located away from the work zone.  They requested for the contractors to slow down and to provide some water treatment (water truck) to dampen down the dust along the public road.	Complainant was advised water truck would water down area near complainants house. All staff in the area would be briefed to slow down near the property.  In addition issue would be shared at next Pre-Start. Complainant was satisfied with this response.	23/02/2019	08:04am	Closed out 23/02/2019
8	07/03/2019	11:00:am	Meeting	12724		Construction Activities	5	Complainant advised that a vehicle had been sitting in the railway corridor near his boundary through the duration of construction. He advised that his family was concerned about a strange vehicle sitting there for such long periods.  Complainant also advised that construction work was much louder than he expected. He had been door knocked the day previously and hadn't realised the scale of the impacts.	Advised the vehicle that was sitting stationary was in fact a Protection Officer who was required as part of OH&S requirements of project and would not be able to move to a different location. Will be installing shade cloth near property to minimise visibility between property and construction site.	07/03/2019	11:05am	Closed out 07/03/2019
9	07/03/2019	1:00pm	Meeting			Access	2	Complainant advised that a gate had been left open, where a truck had turned around from the railway corridor. The gate was left open and two cows had escaped. He believed it was ARTC due to the truck marks left in the area.	Advised that ARTC would investigate and that nobody should be entering his property without permission. Landowner advised he understood, he didn't want to make a big deal about it. Advised we would follow up all the same to avoid it happening again and would talk to our contractors to avoid it happening in the future.	07/03/2019	1:05pm	Closed out 07/03/2019
10	11/03/2019	5:30pm	Phone call (in)	31019		Dust , Traffic Movements, Noise, removal of trees and our of hours work	1	Complainant advised that there was excessive quantities of dust coming across the corridor. They said this was in part due to weather but also the speed at which vehicles were driving down the road.  The beepers on the vehicles could be heard at their property.  There were concerns as to why trees were being removed from the rail corridor and what was the programme for replanting.  Complainant was also concerned about the out of hours works that were planned for the coming weeks and questioned whether we were complying with the EPA.	The complainant was advised water trucks are used to water down the dust and that staff had been advised to slow down in their pre-start sessions prior to commencing work, this was also being monitored. Dust monitors would be employed to monitor the dust.  It was explained that beepers were being used on the vehicles as a safety measure to ensure there were no accidents; however during out of hours work squawkers (non-tonal alarms) would be used.  Explained the need to remove trees (15m within) the rail corridor for safety purposes; however not all trees were being removed and some were solely trimmed. It was advised there would be a off set programme for the alignment for native vegetation removed.  Out of hours work was being used in order to remove the rail and sleepers and was on a rolling schedule up the corridor so would not consistently be outside in one section of the alignment.	12/03/2019	12:45pm	Closed out 12/03/2019
11	12/03/2019	10:20am	Meeting	29446		Access	1	Complainant was a Manager of a local business. Raised concerns regarding the amount of vehicles parking on public street as it was creating issues surrounding access/turning for B-Doubles into their driveway. He was concerned that some of the construction contractors vehicles might get damaged.	Advised complainant that signage had been installed previously to instruct parking should not occur in this vicinity, but the signage had not been installed far down enough. Organised for vehicles in this area to be moved outside of their business and placed a bollard and sign in front of the business. A business card was provided for Business owner to make direct contact should there be any further concerns.	12/03/2019	11:00am	Closed out 12/03/2019
12	12/03/2019	4:45pm	Phone call (in)	12795		Dust	1	Complainant advised that there was a lot of dust coming from the corridor and settling on his property. He had a number of stock sitting in that paddock and wasn't sure if they could be left there.	Advised that inlink would send through a grader the following morning to move the dust which would alleviate the amount in the corridor. Other works in the corridor would stop until the grader had made the sweep.	12/03/2019	5:20pm	Closed out 12/03/2019

13	15/03/2019	4:18pm	Meeting	31101		Traffic, traffic controls, safety, UX design, notifications.	1	Complainant was unhappy about the speed of traffic outside of Coleman Rail / Pacific National works. There was concern about construction vehicles not stopping on Coopers Road before pulling onto Brolgan Road. Complainant queried the design of the Brolgan Road UX, wanting to understand the warning signs and signalling. They questioned why notifications couldn't be posted on facebook.	Complainant was advised that they would find her a contact number to address issues surrounding concerns at Coleman Rail / Pacific National facility as this was not their construction area.  Informed complainant that these vehicles were unlikely to be related to the project. There were strict policies in place over not stopping at stop signs, which included instant dismissal. Safety issues are addressed every morning at pre-start. Contractor advised complainant they were addressing access and egress in this area to help prevent further issues occurring.  Level Crossing design was addressed, complainant was informed that there would be signage included to warn people of the Level Crossing ahead.  Complainant was advised all notifications were on the ARTC P2N website and a follow up email was sent addressing notification concerns and informed them of the Quarterly Construction forums. Stakeholder was added to notification mailing list.	15/03/2019	4:30pm	Closed out 15/03/2019
14	16/03/2019	08:30am	Phone call (in)	15189		Dust	1	Complainant called to complain about dust and whether water trucks could be sent to dampen down the construction area.	Construction contractor sent down water trucks to the area in response to his concerns.	16/03/2019	9:30am	Closed out 16/03/2019
15	18/03/2019	08:35am	Phone call (out)	30791		Equipment on property, private utilities	1	Complainant advised that equipment had been left on his property which would prevent him from conducting work when sowing in April. He advised that no-one had consulted with him about this.  Complainant also questioned whether there was a requirement to do anything with his private utility (water pipe) on his brother's property.	ARTC advised that the equipment sounded like it was a dust monitor and they would follow up. In follow up call contractor made contact with complainant and apologised for the error in placing the dust monitor on his property. The installer had made a mistake and installed in the wrong location. They requested to remove it the following day with landowner permission.  Inlink advised they would follow up with their services team to ensure that they were aware of his private utility.	18/03/2019	11:30am	Closed out 18/03/2019
16	20/03/2019	4:00pm	SMS (in)	31188		Vehicles movements and dust	1	Complainant text to complain that contractors were not passing on message to vehicle users to slow down along the corridor. The complainant had taken photos and was sending them to EPA. Complainant also advised they had seen no water trucks in the area of works for dampening down dust.	Construction contractor called the number to no response. SMS was sent to the complainant and requested further information in order to understand what was the exact issue.  Complainant advised that the issue was with dust and that they were concerned there could be an accident on the Newell Highway.  Contractor advised complainant that they had instructed staff working in the area to slow down and that there were three water trucks in that particular area. They were appreciative of the response.	20/03/2019	4:50pm	Closed out 21/03/2019
17	21/03/2019	12:15pm	Phone call (in)	27619		Dust	1	Complainant called in to advise that there was a lot of dust along a public road near the work and requested some water trucks be sent down to the area.	Inlink informed the Supervisor on duty there was dust on the road and water trucks to attend the area.	21/03/2019	2:00pm	Closed out 21/03/2019
18	24/03/2019	10:54am	Phone call (in)	12801		Noise	1	Complainant called in to advise that they had been awoken by construction activities and that we were working outside of the specified work hours on the notification she had received.	Advised complainant that there was an out of hours notification delivered to her address that specified the work hours over the weekend would be 06:00 - 18:00.  Complainant was advised that she should have also received an email to the same effect. Advised the works would not be outside of her property the following weekend. The next stage of work would be excavation in the corridor.  Same response was provided to complainant as per Complaint No. 13.	24/03/2019	11:15am	Closed out 24/03/2019
19	26/03/2019	6pm	Community Forum	31101		Traffic, traffic controls, safety, consultation process.	1	Complainant, who had previously made same complaint to ARTC. (See Complaint No. 13). Raised previous concerns but also included concerns around the activities and planning of the local council and Pacific National Intermodal activities.  Complainant raised new concern regarding flooding and how flood patterns would change.	Complainant was briefed on ARTC Flood modelling and flood maps, with a talk through of the existing and future situation. Complainant was satisfied with explanation.	26/03/2019	6:30pm	Closed out 26/03/2019
20	02/04/2019	09:46am	SMS (in)	12724		Dust	1	Complainant text the Inlink Community phone to advise they had not seen water suppression for long duration and that even without work happening a substantial amount of dust was being blown over their property.	Advised that there was no work happening in that area, but there was Telstra works happening there which involved digging underground with a low vacuum excavation truck. Telstra were contacted and informed to wet down area in future before works took place. Inlink sent down a water truck to the area on Eastern side and then a second time on the Western side.	02/04/2019	10:46am	Closed out 02/04/2019
21	02/04/2019	4:30pm	Phone call (in)	20348		Weed Management	4	Complainant(s) were unhappy about the works of Inlink carrying soil from the north of Aleetown West to the South of Aleetown West where it is currently being stockpiled. Complainant was concerned about the soil being contaminated with silver leaf nightshade and wanted to stop the movement immediately.	Advised the complainant(s) that silver leaf nightshade had been identified by ecologists as being from separate areas and that was down areas were established to prevent the spread of any unwanted weeds. The soil that was being excavated was from underneath the railway corridor which was weed free. The top soil was not moved along corridor which could carry weeds.  Explained in further conversations that the ballast, top soil and fly ash (sand under the ballast) had been stripped and pushed within the corridor. The excavated material that is being transported is from 800mm down (at deep clay level). Ecologists (both ARTC and InLink) had been to survey the area previously and not identified silver leaf nightshade in the corridor.  Meeting with landowner on 3/04/19 and 4/04/19 and agreed even though we did not believe	02/04/2019	4:30pm	Closed out 3/04/2019
22	02/04/2019	4:45pm	Phone call (in)	12763		Weed Management	1	Complainant called about the transportation of soil from the north of Aleetown West Road to the south. Complainant informed team that silver leaf nightshade was present in both eastern and western side of his paddocks and continues up the line onto Mickibri Road.	Explained that the ballast, top soil and fly ash (sand under the ballast) had been stripped and pushed within the corridor. The excavated material that is being transported is from 800mm down (at deep clay level). Ecologists (both ARTC and InLink) had been to survey the area previously and not identified silver leaf nightshade in the corridor.  Meeting with landowner on 3/04/19 and agreed even though we did not believe there would be an impact on the transfer of weeds, we could and would rearrange truck movements to alleviate his concerns. Landowner was happy with outcome.	02/04/2019	4:45pm	Closed out 02/04/2019
23	03/04/2019	09:45am	SMS (in)	20348		Weed Management and damaged fencing	1	Complainant informed the team that fence their had been damaged.	Was informed that they would have the Construction Team to go down and check the fence that had been damaged.  Photographs have been taken and in the process of identifying which part of the fencing is the damaged fence.	03/04/2019	10:16am	Closed out 6/04/2019
24	04/04/2019	3:00pm	Phone call (in)	31492		Code of Conduct breach	1	Complainant called to complain they had seen photos taken and published on social media (Snapchat) that were of their horses on their property. They were concerned over the use as they do not like to advertise the fact they have horses on their property in case they were to be stolen.	Was informed that an investigation would take place into the images and who was accountable and have them taken down. The photos were removed and the Inlink employees attended the complainants house to apologise for the misuse of the images.	04/04/2019	3:00pm	Closed out 04/04/2019
25	08/04/2019	9:40am	Phone call (in)	13107		Potential Code of Conduct breach	1	Complainant called to inform that his colleague saw drone footage of The Dish on inland Rail Official social media, despite a no-fly zone (as shown on the Civil Aviation Safety Authority drone app) being in place and the area. He wanted to reiterate the no-fly zone as it is not only a crash risk, but also has the potential to interfere with the technology used. He asked that any photographers are reminded of the no-fly zone in the future and that the post be removed.	Apologised for the no-fly zone potentially being breached and noted that the footage would have been taken in earlier stages of the project, not recently. Agreed to remove the post as requested and will remind subcontractors and suppliers to check CASA for no-fly areas before flying drones.	08/04/2019	10:00am	Closed out 08/04/2019

26	09/04/2019	8:30am	SMS (in)	12724		Vehicle movements and noise	1	Complainant requested that subcontractors who use semi's not use compression brakes when entering Trewella Road or Mickibri Road because they make a lot of noise.	Advised that truck drivers have been told to consider nearby homes when braking. They use their discretion when braking for safety purposes of controlling their vehicles.	09/04/2019	8:30am	Closed out 09/04/2019
27	09/04/2019	8:45am	SMS (in)	31019		Vehicle movements and noise	1	Complainant who lives 2km east from construction works was upset about the beeping noise as part of construction throughout the day. She works nightshift and the additional noise makes it hard to sleep during the day. She asked how long the work will go for and what the project team can do to address the issues.	Explained that works will continue on and off for approximately nine months and listed the different work activities, as well as reiterating standard construction hours. Offered to provide ear plugs and arranged drop off at neighbouring property.	09/04/2019	8:45am	Closed out 09/04/2019
28	09/04/2019	11:48am	Meeting	31523		Vehicle movements	1	Complainant visited the ARTC shopfront to complain about the speed of trucks on Wards Lane and Alectown West Road.	Advised that the complaint will be passed on to the construction Superintendent and Traffic Management Team to discuss with drivers.	09/04/2019	11:48am	Closed out 09/04/2019
29	10/04/2019	9:55am	SMS (in)	15189		Vehicle movements and dust	1	Complainant sent through video of truck travelling on Wards Lane and generating dust.	Advised that video has been passed on the site foreman and engineer who is managing trucks. All truck subcontractors were emailed to be informed that a 60km/h speed limit is being enforced for vehicles on all unsealed roads across the project. Signage will also go out on those roads to ensure subcontractors are aware of speed reduction.	10/04/2019	9:55am	Closed out 10/04/2019
30	10/04/2019	11:00am	SMS (in)	12724		Noise	1	Complainant messaged about the noise generated by water tank truck.	Advised that trucks sometimes use beepers and other sounds for safety when they are fully loaded. Asked drivers to be considerate when near homes.	10/04/2019	11:00am	Closed out 10/04/2019
31	11/04/2019	3:00pm	Phone call (in)	31561		Sponsorships and donations	1	Complainant couldn't complete sponsorship application form on website because it is not an editable document.	Sent an editable word version of the document and offered assistance with the application if needed.	11/04/2019	3:00pm	Closed out 11/04/2019
32	12/04/2019	5:15pm	SMS (in)	31019		Noise and vibration Dust Environmental Management	1	Complainant sent series of texts throughout the day to obtain information on Inlink personnel. Final text was to complain that they were unhappy with the solution(s) provided to them by the contractor surrounding the use of ear plugs for noise management, controls on machinery brakes usage and water management for dust. Also unhappy that solutions were being provided by the Comms Team as stakeholders believe they are not qualified to comment.	Contractor attempted to organise a meeting with stakeholder and provided details of personnel at Inlink that was being requested. No response was made to final text message as the nature of the complaint was a personal criticism. Meeting was held on 17 April (10am) on site, whereby senior representatives from Construction Environment and Comms from Inlink attended.	12/04/2019		Closed out 17/04/2019
33	15/04/2019	09:00am	Phone call (in)	12794		Dust	1	Complainant called to suggest that dust was a problem where works were being undertaken.	Inlink organised for water trucks to be deployed to the area and drop water near his property on the rail and road sides. Contractor followed up with foreman to ensure there was more planning put in place for dust suppression.	15/04/2019	09:05am	Closed out 15/04/2019
34	15/04/2019	09:30am	SMS (in)	12724		Noise	1	Complainant text to criticise no prior communication made to inform residents that there would be loud work undertaken that day.	Apologised for the delay in an update being made to the residents and explained the works and timeframe to be completed that week. Informed the stakeholder that it would be finished by Thursday and there would be a shut down period for 10 days, recommencing from 29 April.	15/04/2019	09:44am	Closed out 17/04/2019
35	16/04/2019	08:45am	SMS (in)	31019		Meeting Request	1	Complainant sent a series of texts to both Inlink and ARTC demanding a meeting for ongoing issues with noise management, dust and environmental management concerns.	A meeting was organised for representatives from Inlink to meet with stakeholder to talk through the issues that were seemingly unresolvable regarding noise and dust. Meeting was held the following day (17 April) 10am at site, whereby Senior Representatives talked through a number of solutions to their concerns. InLink has voluntarily replaced beepers with squawker to mitigate noise.	16/04/2019	09:13am	Closed out 7/05/2019
36	16/04/2019	09:00am	SMS (in)	12724		Noise	1	Complainant text in to complain about the brakes being used on vehicles and noise mitigation measures around this.	Explained that they would remind truck drivers to be courteous when near the houses and that all issues would be discussed at a meeting that had been requested by several residents the following day.	16/04/2019	09:16am	Closed out 16/04/2019
37	17/04/2019	09:30am	Phone call (in)	15194		Site Occupation	1	Complainant called and then emailed concerns regarding the site set up of temporary land occupation that they were unable to access for maintenance purposes. They had not been informed of the way in which the contractor wanted to organise the site and this had caused them issues which they needed rectifying.	Emailed Contractor, copying in Stakeholder, to discuss access protocols on private land. Requested someone from Inlink call Stakeholder ASAP to discuss operational requirements and sign off with stakeholder organisation's site managers, before engaging logistics/setup protocols for this site moving forward.	17/04/2019	3:37pm	Closed out 18/04/2019
38	02/05/2019	11:40am	Phone call (out)	21756		LX upgrade/detour	1	When called to inform about temporary LX closure at Whitton Park Road, complainant was not happy with the detour option as it is the direct access point between his home and his work sheds. Complainant concerned about the time, cost and vehicle impacts the longer detour will have. Complainant called again 17/05/2019 about same issue.	Explained that complainant would not be able to use the LX as there are a lot of services that run under the roadway and railway line, making this upgrade more complex than others. Also explained that the timing of the closure is due to 36 culverts being installed, a long road upgrade and elevating the railway to 1.1m. Offered an alternate detour solution by suggesting complainant use the laneway that runs beside the showground, but complainant advised it would not be suitable for his vehicle. Complainant has since organised his business in a way to minimise the impact so no further action is required.	02/05/2019	11:40am	Closed out 12/06/2018
39	02/05/2019	1:30pm	Email (in)	29465		Vehicle movements	1	Parent concerned about the safety of the Coradgery school bus and its passengers due to the speed of heavy vehicles using Bogan Road. Drivers need to slow down and be aware that the school bus uses Bogan and Adavale Roads and travels slowly, making regular stops.	InLink has passed on concern to all truck companies used on the project, advising them to be aware of school buses and slow down on Bogan Road. This issue is being discussed at toolbox talks.	02/05/2019	1:30pm	Closed out 6/05/2019
40	02/05/2019	4:50pm	Phone call (in)	26399		Vehicle movements	1	Complainant was concerned about the number of trucks travelling along Bogan Road, particularly between 7:30am-8:30am and 3:30pm-4:30pm due to school buses using the route.	Advised that Bogan Road was used because it's the best road to access the corridor and there is a quarry. Will pass the concern on to the project team, however the route is essential to the work and is unlikely to change. Complainant accepted this response, just wanted to raise it as a concern and thanked for our time. While it is the same issue as Complaint #39, stakeholder did not require follow-up.	02/05/2019	4:50pm	Closed out 02/05/2019
41	21/05/2019	8:00am	Phone call (in)	12794		Dust	1	Complainant advised that the added vehicles on Kittos Bridge Road was stirring up dust.	Advised the foreman, who sent a water truck to water both sides of the level crossing on Kittos Bridge Road.	21/05/2019	8:00am	Closed out 21/05/2019
42	21/05/2019	4:15pm	Phone call (in)	20325		Vehicle movements	1	Complainant was following a tipper truck leaving Claremont Lane when a large stone from the tipper hit her windscreen. Wants drivers to check their tippers for loose gravel to avoid it hitting passing cars on the Newell Hwy. Complainant sent a photo of the truck's number plate and damage to windscreen.	Passed on complaint to the Superintendent, who said it would be tool boxed the next morning and the truck's details were passed on to the Logistics Manager to follow up with the trucking company.	21/05/2019	4:15pm	Closed out 21/05/2019
43	23/05/2019	9:05am	Phone call (in)	12794		Dust	1	Complainant advised there was a huge amount of dust hanging around his property in the morning. Advised the dust was coming from Kittos Bridge/Mingerong road where the trucks are using it from the Newell Hwy, not the actual working area.	Advised the foreman, who sent water trucks to Kittos Bridge/Mingerong Roads and will direct them to water this area multiples times a day.	23/05/2019	9:05am	Closed out 23/05/2019
44	25/05/2019	09:30am	Phone call (in)	32001		Dust	1	Complainant advised there was a large amount of dust in the area and that it was affecting her property and encroaching from the corridor.	Advised the foreman who explained that they were not working in the area, however they sent water trucks to the area to water down the dust to assist the landowner. Landowner was very appreciative.	25/05/2019	09:35am	Closed out 25/05/2019

45	29/05/2019	08:15am	Phone call (in)	31019	Vehicle movements and noise	1	Complainant advised there were beepers being used on the construction site when they had been advised they would be using squawkers, post a meeting held with construction company in April. See Complaint #35  Complainant followed up her phone call with texts to both ARTC and Inlink engagement teams.	Construction Contractor and ARTC followed up with phone calls to complainant, but calls were not answered. In previous meeting, Construction Contractor had committed to reducing reversing beepers as much as possible but had advised stakeholder that there would still be machinery with beepers at different points during the work.	29/05/2019	10:20am	Closed out 25/07/2019
46	31/05/2019	12:15pm	Phone call (out)	30530	Movement of stock	1	Complainant believes that his sheep which were out to feed in the road corridor were moved onto a neighbouring property by the construction crew and were there for a day before realising. Neighbour was not happy about this.	Spoke to superintendent, foreman and engineers who were at the location who advised that the sheep were mustered through the worksite by a man on a quad bike. Called complainant to advise that our team had not moved the sheep and explained that moving stock is not something the team would do. Complainant understood this and advised he would speak to his neighbour about it again.	31/05/2019	12:15pm	Closed out 3/06/2019
47	31/05/2019	4:05pm	1800 Phone call	32755	LX upgrade/detour	1	Complainant had not been consulted about the closure of Barber Lane. Has also noticed vehicles driving up and down the road late at night and is concerned about rural crime and would be calling the police when he next sees that. Nobody has spoken to him or his wife about the work to date.	Took details of the complainant as he was not currently in Consultation Manager and therefore it was unlikely he would have received notifications in relation to work. Apologised for the lack of notification and added to distribution list.	31/05/2019	4:05pm	Closed out 31/05/2019
48	05/06/2019	11:45am	Phone call (in)	32844	Crew behaviour	1	Complainant advised offensive language was being used on channel 12 in the Goomumbia radius. Suggested the users were concreters who may have been from the project and advised that this behaviour is not acceptable as wives and kids in houses would be able to hear the language.	Followed up with safety team and Superintendent who spoke to team. Called complainant to advise that the complaint has been passed on and that the behaviour should no longer be an issue. Complainant was happy for the prompt action.	05/06/2019	11:45am	Closed out 5/06/2019
49	06/06/2019	2:30pm	SMS (in)	23331	Road condition	1	Complainant requested a grader go over Mickibri road as pot holes in the road are getting bad.	Advised that grader can't go on the road as it is not owned by the project and referred complainant to contact Council as they own the road.	06/06/2019	2:30pm	Closed out 6/06/2019
50	12/06/2019	2:30pm	Phone call (in)	20472	Dust and Road condition	1	Complainant advised that trucks carrying rock are travelling at speed and creating dust and damaging the road way of Baldry-Peak Hill Road, Trewilga.	Advised that Inland Rail are sourcing rock from quarries in other areas and truck trackers show that construction vehicles were not on this road.	12/06/2019	3:00pm	Closed out 12/06/2019
51	19/06/2019	11:15am	SMS (in)	31019	Noise	1	Complainant advised she has heard beeping for the third consecutive day this week and was told to inform the team of any beeping so it is documented for investigation.	Due to ongoing issues, there is an understanding that the project team does not respond to text messages sent by this complainant. The complaint was passed on to the Foreman and Superintendent who went to Trewilga to assess the noise levels/beeping from trucks.	-	-	Closed out 19/06/2020
52	20/06/2019	11:58am	Email (in)	12724	Noise	1	Complainant understands that beepers were to be replaced by squawkers after a meeting with the project team, however there has been a grader beeping outside complainants house for 4 days.	Followed up with the complainant to let them know they had spoken to the foreman on-site and discovered that the grader that was being used had come up from the south and they had immediately changed from beepers to squawkers.	20/06/2019	1:00pm	Closed out 20/06/2019
53	24/06/2019	5:30pm	Phone call (in)	12795	Utilities	1	Complainant advised that he was very angry at Inland Rail and questioned why we had asked him to pay \$700 a year for a water pipeline across the track. He said this was unfair and that we needed to get our act together. Stakeholder advised he was going to make 'some phone calls' to resolve the issue.	Advised that we understand complainants concern, however the fee will still need to be paid.	24/06/2019	5:30pm	Closed out 24/06/2019
54	26/06/2019	10:20am	Phone call (in)	28645	Road condition	1	Complainant advised the proposed detour south on Coopers Road to Forbes Bogan Gate Road was becoming unsuitable to drive on. Concerned that cars could skid due to road conditions deteriorating at the intersection of Coopers and London roads.	Advised that the project did not propose a detour south, and the suggested detour was included on the work notification. Noted that improvements have been made on Davies Lane to make it more accessible to vehicles who wish to use that route instead. Advised complainant to contact Council for any road condition issues.	26/06/2019	10:20am	Closed out 26/06/2019
55	26/06/2019	12:00pm	Phone call (in)	12798	Fencing	1	Complainant concerned that there was a permanent fence established on the temporary land occupation boundary without permission.	Advised that though the fencing looks permanent, it is a temporary measure around the compound and will be removed. Informed stakeholder that the team are looking to put in a one strand solar powered electric fence across the top of the existing temporary fence.	26/06/2019	12:00pm	Closed out 26/06/2019
56	27/06/2019	2:55pm	Phone call (in)	32848	Dust	1	Complaint about dust blowing into property from the high number of vehicles using Pat Meredith Drive west on Brolgan Road. Complainant asked if it was possible to have a water truck once a day to eliminate the dust that is blowing into her property (area near her house and into the drive). Complainant advised that people seem to be using this drive more than Davies Lane.	Passed complaint onto foreman and had water truck arranged. Advised complainant of when truck will be arriving.	27/06/2019	2:55pm	Closed out 27/06/2019
57	27/06/2019	4:15pm	Phone call (in)	32001	Culverts	1	Stakeholder called to ask if culverts were going to be put in between her two dams (on both sides of the rail line, linked by a water course). Complainant believes the water course may be cut off. Complainant relies on water course to travel between her properties to fill her dams and believes the rail line will block it off unless there are culverts.	Left voicemail for complainant saying that the pipes were being replaced with culverts in the same place and invited a call back if necessary.	28/06/2019	10:00am	Closed out 28/06/2019
58	01/07/2019	9:45am	Phone call (out)	12724	General dissatisfaction	1	Whilst on the phone regarding another matter, complainant raised a number of issues. She was unhappy with the poor lack of communication from the construction contractor, wanted to know how long the Trewilga LX would be closed for and why construction updates aren't advertised in the Peak Hill Times. Complainant also advised she was unhappy with the road closure due to her children working in Peak Hill and the additional impact on time and money the detour will have (they don't have off-road vehicles). There was also miscommunication about whether the LX would be upgraded to a RX2 (as originally told) or RX5 (as told recently). Complainant texted 8/08 to advise more beeping occurred in Trewilga.	This family has now moved from this property and are no longer stakeholders on this project.	06/01/2020	9:45am	Closed out 6/1/2020
59	05/07/2019	12:45pm	SMS (in)	12724	Lime	1	Complainant messaged requesting that we "Stop bombarding... with lime. Now". In a subsequent phone call, complainant advised that lime was hitting him in the face.	Followed up complaint with site foreman who advised that work was being done 200m north of the house and there was limited chance of lime hitting the house. He suggested it may have been steam from the water used to stabilise the lime. Complainant proceeded to call foreman a liar, claiming it was 20m away. Site foreman and ARTC representative met with complainant who was satisfied that the wind was causing the issue and that the wind had changed direction for the afternoon. Foreman advised that no further works using lime would be done while there was wind.	05/07/2019	3:00pm	Closed out 05/07/2019
60	05/07/2019	2:20pm	Phone call (in)	30791	Dust	1	Complaint about lots of trucks creating dust on Trewilga Road, blowing dust over his house.	Advised complainant that water trucks will be sent to the area to mitigate dust. Stakeholder made two follow-up calls because the water trucks still haven't arrived. Foreman advised that trucks did not go far enough up the rail corridor, and were sent back out to water the specific area.	06/07/2019	11:30am	Closed out 09/07/2019
61	05/07/2019	6:00pm	Phone call (in)	33548	Vehicle movements	1	Complainant was travelling along Bogan Road with her children in the car and had to take evasive action to avoid hitting a Colvani truck coming out of the quarry. The truck was a tri tri side tipper. It did not stop at the give way sign and caused a car of miners travelling in the opposite direction to also take evasive action.	Advised complainant that the incident will be investigated and raised incident with Logistics Manager and Construction Manager.	05/07/2019	6:00pm	Closed out 22/07/2019

62	11/07/2019	8:30am	Email (in)	12724	Signage	1	Complainant advised that current signage at closed LX near their property is causing motorists confusion as to accessing properties. Mail and other services are no longer going to property. Requested one sign changed from 'Road Closed' to 'Rail Crossing closed' and to change 'construction traffic only' to 'local traffic only' or for the barriers to be moved east past the property gate. Complainant frustrated with how they have been treated and how their issues are never believed. Requested they deal only with ARTC and not construction contractor.	Arranged for signage to be checked on site, then confirmed with complainant that the requested signage is being organised as it should have already been in place. Also spoke to the post office to confirm that mail is to be delivered to property during the works. Foreman and Community Manager met with complainant onsite to explain upcoming level crossing works and discussed how complainants water main has been protected from the works by covering pipe with concrete. ARTC Stakeholder Advisor has become the key contact in response to stakeholder request.	11/07/2019	8:30am	Closed out 11/07/2019
63	12/07/2019	10:45am	Phone call (in)	12794	Dust	1	Complainant advised dust was getting into his property at Kittos Bridge Road and Gossers Lane. Requested water truck in area.	Water truck was sent to the area to mitigate dust.	12/07/2019	10:45am	Closed out 12/07/2019
64	14/07/2019	8:45pm	SMS (in)	12864	Crew behaviour	1	Complainant advised that supervisor in Peak Hill has a bad attitude.	Contractor met with complainant to discuss concerns. Confirmed that access is maintained and for stakeholders to liaise with site Protection Officer or community team to access property.	14/07/2019	8:45pm	Closed out 17/07/2019
65	15/07/2019	4:55pm	Phone call (out)	12798	Private utilities/payment/LX detour/fencing	1	Complainant unhappy about having to pay a potential fee for private utility under rail line. Advised temporary occupation has still not been paid. Trewilga road LX detour is difficult to live with, especially after having to use the Whitton Park Road detour. Complainant saw contractor vehicles taking a side road on Trewilga and didn't understand why he can't use the same. Also advised that work on the LX is slow, people not working on it every day. Complainant was promised a pen and wanted all fencing along property boundary replaced. Also concerned about the security of his stock during construction.	Advised that cost for private utility covers the cost of installing and maintaining a pipe in the railway corridor. ARTC had made a change to provide the installation free of charge. Complainant signed off application form. Temporary occupation payment process and complainant paid. Advised Trewilga is a relatively short closure compared to others. Complainant wanted written confirmation that this LX closure wouldn't be extended like Whitton Park Road. Advised that a pen can be installed on a public road. As a result a pen would not be installed.	15/07/2019	4:55pm	Closed out 8/8/19
66	17/07/2019	10:30am	Phone call (in)	15189	Property access	1	Complainant advised that gates on property are left open and sheep could get out.	Advised that all subcontractors will be reminded to ensure gates are closed once accessed.	17/07/2019	10:30am	Closed out 17/07/2019
67	25/07/2019	08:00am	SMS (in)	31019	Noise	1	Complainant sent series of texts throughout the day (to both Inlink and ARTC) in relation to noise. Inlink have previously held a meeting with this complainant about outstanding issue of the use of squawkers over beepers. The texts question why there is still beeping at construction site and whether Inlink are misleading the community on proposing changes that cannot be met. See complaints #32 #35 #45 and #51	Contractor attempted to make contact with complainant twice by phone, to which the stakeholder did not answer. The stakeholder refuses to answer phone calls and instead suggests also contact should be made by an alternative landholder and in writing. We are unable to email the stakeholder directly as they refuse for their email address to be used. ARTC and InLink have managed all concerns as best as possible. However as customer refuses to be contacted by email or phone, this item to considered closed until new issues are raised.	-	-	Closed out
68	25/07/2019	3:00pm	Phone call (in)	12774	Dust Vehicle Speed Access in his property Location of cul de sac	1	Complainant called the contractor to complain they had been asked to slow down when approaching construction site at Whitton Park Road. They was unhappy because they feel that construction staff drive around on their mobile phones, drive at speed near their property - whilst there are stock around and creating excess dust near their property. The complainant also had concerns about access on his property subsequent to fencing being erected - making it difficult for them to cross. Advised they felt that a cul de sac that was in construction had been built in the wrong location.	Advised complainant that a water truck would be organised to attend the location of excess dust. Informed complainant that all staff would be reminded to drive at 60km along unsealed roads and that using mobile phones whilst driving was an offence and they would be liable for fines. Recommended that the construction contractor would speak to foreman about their access.	25/07/2019	3:00pm	Closed out 25/07/2019
69	29/07/2019	8:45am	Phone call (in)	34015	Vehicle movements	1	Complainant was driving along Whitton Park road when a truck didn't stop to give way, despite complainant already half way across the railway line, resulting in having to brake abruptly. Complainant wanted to know what the role of a spotter is, since they didn't stop this incident from happening or make any attempt to stop the truck.	Explained that the role of the spotter is to spot for the heavy vehicles that are crossing from north to south through the rail corridor and not for local vehicles. Will move where the spotter sits so they can see down Whitton Park Road as well as the corridor to help avoid these incidents. The traffic management and safety teams were informed of this interaction to find a solution. Also spoke to Logistics Manager to ensure that trucks would not be going down Whitton Park Road. Also spoke to Superintendent to remind water trucks to watch for vehicles on local roads.	29/07/2019	5:00pm	Closed out 29/07/2019
70	01/08/2019	11:30am	Phone call (out)	12774	Dust	1	While on a call for a separate matter, complainant mentioned that trucks were still not slowing down when driving near his house, which was creating dust.	Passed on complaint to traffic coordinator and officer involved and reminded them to slow down near houses on unsealed roads as it creates a lot of dust. Also passed on to foreman to arrange for a water truck to go near house to suppress the dust.	01/08/2019	11:30am	Closed out 01/08/2019
71	01/08/2019	5:30pm	Phone call (in)	32001	Water/utilities	1	Complainant believes Inland Rail trucks have damaged water pipe on the corner of Tullamore Road and Dows Lane. Advised that water was pooling at that corner where their water pipe runs under the road and the heavy trucks must have damaged the pipe. Complainant also asked for trucks to stop parking out the front of their property as it is damaging their lawn and they are trying to sell the property.	Advised that the foreman will look at the situation the following day, though the works are not currently near that intersection. Advised that it could be a Council related issue if the road is not holding up, and could be due to other vehicles using the road, not just trucks from the project. Will be in touch with complainant once foreman has assessed the site.	01/08/2019	5:30pm	Closed out 02/08/2019
72	02/08/2019	8:20am	SMS (in)	27619	Dust	1	Complainant asked when the water truck would be coming down Whitton Park Road and Attwells Lane as a big grader just passed creating dust. Noted that the water truck had driven straight past the property without releasing any water.	Advised that the water truck was empty so was on its way to collect more water and will be watering near the property on the way back.	02/08/2019	8:20am	Closed out 02/08/2019
73	02/08/2019	10:00am	Phone call (in)	31059	Vehicle behaviour	1	Complainant was overtaken by a truck over double lines and near a hill while travelling 70km/h towing a feed trailer. Had captured the registration of the truck that had gone into the quarry off Bogan Road to pass on to project team.	Complaint was passed on to Logistics Manager who identified truck and driver and stood driver down for the rest of the day and tomorrow. Driver was spoken to about his driving behaviour. He is from the city and was told about expecting slower farming vehicles using local roads. Complainant was informed of this and happy with outcome.	02/08/2019	10:00am	Closed out 02/08/2019
74	13/08/2019	3:15pm	Phone call (in)	32927	Dust	1	Complainant requested water truck behind property to settle dust as family members are feeling asthmatic.	Complaint passed on to Foreman, who sent water truck to area.	13/08/2019	3:15pm	Closed out 13/08/2019
75	13/08/2019	4:00pm	Phone call (in)	12774	Dust	1	Complainant not happy about the lack of water trucks that have driven along Whitton Park Road in response to the dust that is being created by passing trucks. Had previously requested water trucks but haven't seen any in area.	Complaint was passed on to Foreman who advised that less than a handful of vehicles are using Whitton Park Road and therefore not much dust would be created. Will send a couple of water trucks throughout the day to address any dust that may occur in response to complaint.	13/08/2019	4:10pm	Closed out 13/08/2019
76	14/08/2019	1:45pm	Phone call (in)	34486	Vehicle movements	1	Complainant advised 8 Doubles using Bogan Road during the school bus block-out time. Believes there is a danger because children are getting on and off buses and running across the road to get to their parents.	Complaint passed on to Logistics Manager who advised all laws and requirements stipulated in permits are being met. Trucks are travelling at a max of 80km/h on Bogan Road and no vehicles over 19m are on the road during the block-out times.	14/08/2019	1:45pm	Closed out 14/08/2019
77	15/08/2019	2:00pm	Phone call (in)	32001	Dust	1	Complainant requested water trucks on Tullamore road to address dust created by work activities. Complainant explained that during the heavy rain last week, their driveway has been washed away and requested InLink fix their driveway.	Complaint passed on to Foreman. Area will be monitored for dust and water truck will be used.	15/08/2019	2:00pm	Closed out 16/08/2019
78	22/08/2019	10:00am	Shopfront visit	21946	Dust/road condition	1	Complainant requested water trucks on Wards Lane to address dust created by work activities.	Advised that complainants driveway is outside the approved works area and therefore are unable to use any machinery outside the works area.	22/08/2019	3:30pm	Closed out 22/08/2019
79	22/08/2019	11:00am	Phone call (in)	12757	Dust	1	Complainant requested water trucks on Wards Lane to address dust created by work activities.	Passed complaint onto foreman and had water truck arranged to go down Wards Lane.	22/08/2019	11:15am	Closed out 22/08/2019



80	23/08/2019	11:00am	Phone call (in)	12794		Dust	1	Complainant advised there is lots of dust coming from trucks along Kittos Bridge Road. The water truck comes but it isn't enough.	Complaint passed on to sub-Foreman, who arranged for water trucks to deposit water on their way to and from the Newell Highway. Water trucks sent.	23/08/2019	11:00am	Closed out 23/08/2020
81	23/08/2019	12:45pm	Phone call (in)	14585		Dust	1	Complainant upset about dust blowing off Kittos Bridge Road into property.	Advised water truck is on it's way (as per previous complaint request) and followed up with sub-foreman.	24/08/2019	12:45pm	Closed out 23/08/2019
82	24/08/2019	10:30am	Phone call (in)	32927		Dust	4	Complainant advised dust from the rail corridor was coming onto her property and around her house.	Complainant passed on to Foreman and had water truck sent to area.	24/08/2019	10:30am	Closed out 24/08/2019
83	28/08/2019	3:30pm	Phone call (in)	12757		Dust	4	Complainant requested water trucks on Wards Lane to address dust created by work activities.	Complainant passed on to Foreman and had water truck sent to area.	28/08/2019	4:30pm	Closed out 28/08/2019
84	29/08/2019	10:00am	SMS (in)	12760		Dust	4	Complainant requested water trucks on Wards Lane to address dust created by work activities.	Complainant passed on to Foreman and had water truck sent to area.	29/08/2019	10:15am	Closed out 29/08/2019
85	30/08/2019	9:00am	Phone call (in)	15189		Dust	4	Complainant requested water trucks on Wards Lane to address dust created by work activities.	Complainant passed on to Foreman and had water truck sent to area.	30/08/2019	9:15am	Closed out 30/08/2019
86	31/08/2019	8:15am	Phone call (in)	12794		Dust	1	Complainant advised dust was coming off Gaspers Lane and onto property.	Complainant passed on to Foreman and had water truck sent to area.	31/08/2019	8:15am	Closed out 31/08/2020
87	02/09/2019	8:20am	Phone call (in)	30791		Water line	1	Landowner found water line (which crosses the rail corridor) had been turned off. This meant there was no water in the trough, which was an issue as he had sheep in the paddock. Landowner wants to be notified if water is being turned off in advance.	Complaint passed on to services engineer, who advised that the water main was turned off by Council so the connection could take place as part of construction activities. Council have chosen to not turn the water back on. Landowner was provided an update on this information and is going to contact Council.	02/09/2019	10:00am	Closed out 02/09/2021
88	03/09/2019	9:30am	SMS (in)	14585		Dust	1	Complainant requested water trucks along Kittos Bridge Road due to dust.	Complaint passed on to Foreman and had water truck sent to area.	03/09/2019	9:30am	Closed out 03/09/2022
89	03/09/2019	11:15am	Phone call (in)	15189		Dust	1	Complainant requested water trucks on Wards Lane to address dust created by work activities.	Complaint passed on to Foreman and had water truck sent to area.	03/09/2019	11:15am	Closed out 03/09/2023
90	04/09/2019	12:45pm	SMS (in)	12760		Dust	1	Complainant requested water trucks on Wards Lane east of Plowmans Lane to address dust.	Complaint passed on to Foreman and had water truck sent to area.	04/09/2019	12:45pm	Closed out 04/09/2024
91	06/09/2019	8:45am	Email (in)	35011		Dust	1	Complainant requested water truck at Trewilga to address dust.	Complaint passed on to Foreman and had water truck sent to area.	06/09/2019	8:45am	Closed out 06/09/2025
92	07/09/2019	11:30am	Phone call (in)	29651		Fencing	1	Complainant reports damage to fence on property, potentially by earthworks plant currently working in area. Currently two damaged spots noticed, but has not inspected full length of section yet.	Spoke to complainant to receive more detail about the location so they can advise Foreman who will investigate further. Will be in touch once there is more detail following inspection. Foreman assessed damaged fence and has been temporarily fixed. Complainant happy with this solution.	07/09/2019	11:30am	Closed out 09/09/18
93	09/09/2019	10:15am	Phone call (in)	12795		Water line	1	Complainant reported damaged water line at level crossing is leaking.	Complaint passed on to foreman, who was arranging to visit site to fix the damaged water pipe.	09/09/2019	10:15am	Closed out 09/09/19
94	09/09/2019	2:00pm	SMS (in)	31019		Dust	1	Complainant requested water trucks to Baldy/Peak Hill Road to address dust issues.	Complaint passed on to Foreman to have water trucks sent to area. Also noted that it is very windy today and this is unfortunately causing additional dust.	09/09/2019	2:15pm	Closed out 09/09/19
95	10/09/2019	08:30am	Phone call (in)	35056		Dust	1	Complainant requested water trucks to Baldy/Peak Hill Road to address dust issues.	Complaint passed on to superintendent and foreman, and have since arranged to have water truck on Baldy Road fulltime.	10/09/2019	10:00am	Closed out 10/09/19
96	10/09/2019	01:30pm	Phone call (out)	30859		Dust	1	Complainant called 1800 number to complain about dust on Lindner Street, Peak Hill	Complaint passed on to foreman, with water truck sent to Lindner Street area.	10/09/2019	01:30pm	Closed out 10/09/19
97	11/09/2019	12:15pm	SMS (in)	29651		Dust	1	Complainant requested water trucks on Wards Lane to address dust created by work activities.	Complaint passed on to foreman, with water truck sent to Wards Lane area.	11/09/2019	12:15pm	Closed out 11/09/19
98	12/09/2019	09:00am	Phone call (in)	35330		Vehicle behaviour	1	Complainant concerned about work vehicles travelling too fast and also not using Plowmans Lane intersection safely.	Truck company has sent message to all drivers reminding them of road rules and safety. Further, team will contact Council to request additional give way/stop signage at the intersection to clarify road rules.	12/09/2019	5:00pm	Closed out 12/09/19
99	14/09/2019	08:15am	SMS (in)	29651		Dust	1	Call to request water trucks on Wards Lane to address dust created by work activities.	Complaint passed on to foreman, with water truck sent to Wards Lane area immediately.	14/09/2019	08:24am	Closed out 14/09/19
100	15/09/2019	07:45am	SMS (in)	32001		Dust	1	Call to request water trucks on Tullamore Road crossing to address dust.	Complaint passed on to foreman, with water trucks sent to Tullamore Road crossing area.	16/09/2019	08:41am	Closed out 14/09/19
101	20/09/2019	11:15am	Phone call (in)	34912		Excess vehicles; dust	1	Call to say there are a lot of trucks using Nanardine Lane, and there is a lot of dust.	Water truck sent to Nanardine Lane to address dust. Explained that truck use will likely lessen next month when they can start using rail corridor.	20/09/2019	11:15am	Closed out 20/09/19
102	20/09/2019	3:00pm	Phone call (in)	15189		Dust	1	Stakeholder requested water truck to address dust, particularly as there were currently high winds.	Concern passed on to foreman, with water trucks sent to location.	20/09/2019	3:00pm	Closed out 20/09/19
103	02/10/2019	12:30pm	Email (in)	21719		Closures	2	Complaint about Whittton Park Road crossing closure, causing additional travel time for residents.	Response apologies for the inconvenience and discusses potential other routes that may be used to lessen travel times.	02/10/2019	6:00pm	Closed out 02/10/19
104	03/10/2019	11:30am	Email (in)	31019		Closures; road condition; water usage	1	Complainant emailed about road closures, detours, road conditions; water usage	Team has attempted to contact by phone as email unavailable as per stakeholder's instruction. Complainant has not responded to phone calls.	03/10/2019	3:00pm	Closed out 03/10/19
105	03/10/2019	12:45pm	Phone call (in)	34631		Vehicle behaviour	2	Complaint about project's light vehicles (not trucks) kicking up rocks and dust by not slowing down to appropriate speeds when passing other vehicles.	Team discussed concerns with complainant and has committed that this driving behaviour will be passed on to teams via the general foreman and safety manager.	03/10/2019	12:45pm	Closed out 03/10/19
106	08/10/2019	01:30pm	Phone call (in)	29924		Damage to vehicle	1	Complainant's windscreen was damaged by rock flicked up by a B-double on Brolgan Road turning in to Pac Nat hub.	Team investigated and found the vehicle was owned by Northparkes Mines, and Northparkes has contacted the complainant with offer to pay insurance excess.	08/10/2019	01:30pm	Closed out 08/10/19
107	10/10/2019	5:00pm	SMS (in)	20348		Fencing - livestock	1	Complainant messaged about 5 missing rams that he believes escaped through inadequately fenced work area and into rail corridor.	Sheep have been located and arrangements are being made to relocate to property. Supervisor will discuss fencing issues with landowner to prevent repeat escapes.	10/10/2019	5:49pm	Closed out 11/10/19
108	15/10/2019	11:45am	Phone call (in)	12761		Fencing contractors	1	Stakeholder complained about fencing contractors working on area under crop instead of rail corridor.	Issue raised with foreman and contractors immediately advised to change work location to the rail corridor to avoid damage to crops. Also followed up with email to contractor re work limits.	15/10/2019	12:00pm	Closed out 15/10/19
109	16/10/2019	06:45am	Phone call (in)	32001		Dust	1	Called to complain about dust on Tullamore Road as vehicle numbers have increased while it is a detour route.	Foreman contacted and water truck sent to Tullamore Road area to address dust.	16/10/2019	07:00am	Closed out 16/10/19
110	17/10/2019	11:00am	Email (in)	15189		Fencing - livestock	1	Email in complaining about four missing rams that have escaped property due to inadequate fencing. Recurrence from complain #107 (10/10/19).	Contractor has contacted property owner to discuss options for fencing and procedure for potential compensation, including the need to report the lost or stolen livestock to police with value and ID information. In the meantime, issue has been raised at pre-starts and stock will be returned if found.	17/10/2019	11:30am	Closed out 28/10/19
111	18/10/2019	07:15am	Phone call (in)	32755		Dust	2	Call in to complain about excessive dust on Sandy lane (near Peak Hill), with concern that it's causing breathing problems for resident.	Foreman has instructed all work vehicles to slow down on Sandy Lane to reduce dust raised.	18/10/2019	07:30am	Closed out 18/10/19
112	18/10/2019	5:00pm	Phone call (in)	12758		Dust	1	Call in to complain about dust on Alecdown West Road from construction vehicles.	Sub-contractor has been asked to continue to mention at pre-starts and have sent a company wide email reminder all drivers to slow down on unsealed roads.	18/10/2019	18:00pm	Closed out 18/10/19
113	18/10/2019	12:55	Phone call (in)	33714		Vehicles - exhaust	1	Call in to complain about three days of trucks driving past blowing smoke.	Contractor called back and pinpointed location. Has contacted logistics manager who instructed that all trucks in that area slow down.	18/10/2019	13:15	Closed out 18/10/19
114	21/10/2019	08:15	Phone call (in)	33714		Dust	1	Call in to complain about dust raised by trucks not slowing down on unsealed road.	Contractor has contacted logistics manager to instruct vehicles to slow down, and has arranged for water truck at the location.	21/10/2019	08:15	Closed out 21/10/19
115	24/10/2019	08:00	Phone call (in)	31146		Fence damaged	1	Call in to say fence on property appears to have been damaged by machinery.	Contractor apologised and the fence has now been repaired.	24/10/2019	12:45	Closed out 24/10/19
116	28/10/2019	08:00	Phone call (in)	12794		Construction debris	1	Call in to say rubbish from construction has blown on to his property during high winds.	Contractor foreman sent labourers to clean up area.	28/10/2019	08:00	Closed out 28/10/19
117	01/11/2019	10:45	Phone call (in)	36416		Dust, vehicle behaviour	1	Call in to say dust at Nanardine Lane area was bad and construction vehicles were not slowing down.	Inlink called both construction foreman and sub contractors to reiterate the need to slow down to reduce dust. Will be mentioned at pre-starts also.	01/11/2019	11:45	Closed out 1/11/19
118	04/11/2019	08:00	Phone call (in)	12789		Road condition	1	Call in to say that Back Tomingley Road was in poor condition.	Contractor will follow up with the project manager looing after Narromine Shire roads.	04/11/2019	08:00	Closed out 4/11/19
119	04/11/2019	08:30	Phone call (in)	12795		Water flows & drainage	1	Call in to complain about water flows from the weekend rain didn't flow on to his property and dams as culverts/drainage etc were blocked by construction.	Contractor arranged meeting with landowner for following day.	04/11/2019	18:00	Closed out 4/11/19
120	04/11/2019	09:00	Meeting	12795		Drainage, level crossings, fencing, debris from site	1	Landowner has a number of issues relating to construction at his property and is getting frustrated by the impacts as construction continues for a long period.	Contractor is following up on: fencing contractor to ensure fences are being reinstated, private LX on his property will be kept to a standard that he can use during harvest, construction debris will be cleaned up immediately by contractor, and open investigation pits will be filled asap.	05/11/2019	09:00	Closed out 5/11/19
121	11/11/2019	15:30	Phone call (out)	12774		Boundaries, fencing, traffic impacts; construction impacts	1	Landowner disagrees with boundaries shown by cadastral survey and the implications to fencing; complaint about duration of Whittton Park Road closure; complaint about ballast rocks in area leased for project.	Attempted to explain that moving the boundary fence off the cadastral boundary may create additional issues due to proximity with rail embankment; explained Whittton Park Road would be opening in coming weeks; committed to removing ballast rocks in leased area.	12/12/2019	15:30	Closed out 12/12/19

122	11/11/2019	18:30	Email (in)	12744		Dust	1	Email in to complain about large volumes of dust between Brolgan Road and Henry Parkes Way.	Contractor has visited site to find source of dust and will ensure dust suppression is appropriate.	12/11/2019	07:30	Closed out 12/11/19
124	12/11/2019	15:45	Phone call (in)	12795		Dust	1	Call in to complain about dust coming on to his property.	Contractor called back to let landowner know that construction activities had been stopped due to high winds and dust storm in area.	12/11/2019	16:30	Closed out 12/11/19
125	17/11/2019	10:15	Email (in)	36519		Vehicle damage	1	Email in about damage to vehicle potentially from construction debris.	Contractor contacted complainant to discuss matter and determined no compensation was being requested. Foreman sent to inspect site to ensure no debris was on road.	19/11/2019	17:00	Closed out 19/11/19
126	19/11/2019	13:45	Phone call (out)	21756		Drainage, traffic impacts	1	Phone call to discuss issues such as lack of drainage to dam during rain event, traffic signage, and construction vehicles stopped on road without traffic control.	Contractor discussed drainage issues and explained all options to allow flows during the recent rain were investigated. Some signage can and will be improved. Construction drivers will be reminded to ensure they are not impacting traffic unnecessarily.	19/11/2019	13:45	Closed out 19/11/19
127	22/11/2019	15:15	Phone call (in)	36807		Trucks on local roads	1	Phone call in to complain about heavy vehicles using Coradgery Street in Alectown.	Contractor confirmed that construction vehicles are not using Coradgery Street, and asked caller to get number plates of vehicles to ensure they are not construction vehicles using unauthorised local roads.	22/11/2019	15:15	Closed out 22/11/19
128	28/11/2019	07:45	Phone call (in)	33714		Dust	1	Phone call in to complain about dust at Narwonah Siding Road, requesting water truck.	Contractor called foreman to request water truck to Narwonah Siding Road area asap.	28/11/2019	07:45	Closed out 28/11/19
129	28/11/2019	09:50	Phone call (in)	36801		Vehicle behaviour	1	Call in to complain about project vehicles speeding within the construction area at Nanardine and Back Trundle Road, causing safety concerns for other road users.	Contractor apologised for project vehicles creating these concerns, and asked call to note number plates so non-complying drivers can be followed up. Also forwarded concern to foreman, who will be reminding drivers to slow down to posted limits.	28/11/2019	09:50	Closed out 28/11/19
130	28/11/2019	16:45	Meeting	36917		Vehicle behaviour, dust	1	Complainant attended INLink admin office to complain about heavy vehicles turning at Millers Lookout Road, causing damage to road and lots of dust.	Contractor has spoken to logistics manager to remind drivers not to use unauthorised roads. Asked complainant to call in if he sees further construction vehicles using this road.	28/11/2019	17:15	Closed out 28/11/19
131	29/11/2019	09:00	Phone call (out)	12774		Removal of gates, stock escaping, dust, ballast on property.	1	Contractor called landowner to advise that his cows were out on the road. Landowner complained about removal of gates in corridor, electric fence not containing stock, ballast stones were on his property, dust is an issue.	Contractor will organise water truck to suppress dust at location. Foreman will have electric fences checked. Any ballast will be removed at the end of the lease (as covered by the temp land occupation agreement). Removal of gates in corridor is essential as there is to be no unauthorised access to the rail corridor.	29/11/2019	09:00	Closed out 29/11/19
132	29/11/2019	12:15	Phone call (in)	36970		Vehicle behaviour, dust	1	Phone call in to complain about dust on Nanardine Lane, and construction vehicles cutting the corner as they enter Nanardine Lane, which causes concern for children catching school bus at that location.	Contractor contacted foreman about dust. Comms team visited the site to discuss issues at the bus stop. Reminders have been sent to warn drivers about the bus stop and to use the intersection safely.	29/11/2019	16:15	Closed out 29/11/19
133	02/12/2019	11:45	Email (in)	37022		Dust	1	Email in to complain about extensive dust being experienced at Railway Parade Road property.	Contractor discussed dust management with foreman, and grader was sent to location to grade away top layer of bull dust. Contractor has agreed to more frequent watering near the house.	02/12/2019	11:45	Closed out 2/12/19
134	04/12/2019	11:00	Phone call (in)	36917		Vehicle behaviour	1	Phone call in to report trucks were still using Millers Lookout Road despite earlier reporting, causing dust and safety issues.	Contractor has followed up with sub contractor that was observed using the road, and has issued a direction to stop using immediately.	04/12/2019	12:30	Closed out 4/12/19
135	06/12/2019	13:30	Phone call (in)	32001		Dust	1	Phone call in to report dust in the vicinity of the Tullamore Road crossing in Peak Hill.	Contractor arranged for water truck to attend location.	06/12/2019	13:30	Closed out 6/12/19
136	09/12/2019	14:30	Phone call (in)	37268		Dust, vehicle behaviour	1	Phone call returned from 1800 line call, complaining about high levels of dust caused by vehicles, which she was concerned nearly caused a crash due to low visibility.	Naomi contacted both Foreman and superintendent of the works and a water truck was being sent to nanardine lane especially in the corner that's half way up where the incident occurred.	09/12/2019	14:30	Closed out 9/12/19
137	12/12/2019	08:15	Phone call (in)	34497		Damage to vehicle; road conditions	1	Phone call in to report that car's tyre was damaged by rough road surface while using prescribed detour route.	Contractor will follow up with managers to decide if compensation would be paid for the tyre damage. Contractor explained about measures in place to reduce damage to local roads and process for repairing after project. 13/12/19 contractor advised that they would not be compensating for the damaged tyre.	12/12/2019	12:15	Closed out 13/12/19
138	13/12/2019	09:00	Phone call (in)	21756		Vehicle behaviour	1	Phone call in to report dangerous driving behaviour by subcontractor vehicle. Licence plate provided.	Contractor's logistics manager has spoken to sub contractor and driver, with both being very apologetic.	13/12/2019	14:00	Closed out 13/12/19
139	13/12/2019	14:30	Phone call (in)	12580		Property damage	1	Phone call in to report that letter box has been damaged, probably by a vehicle.	Letterbox has been repaired.	13/12/2019	14:30	Closed out 13/12/19
140	14/12/2019	10:50	Phone call (in)	29924		Level crossing wait times	1	Phone call in to complain about wait times predicated at Brolgan Road level crossing, as had heard that it would be 40 minutes as the track had been built wrong.	INLink and ARTC have both spoken to customer, and have explained that the wait time was a maximum of 25 minutes. The customer was not satisfied with this, however is strongly opposed to the project as a whole and is unlikely to be satisfied by any outcomes offered.	16/12/2019	10:30	Closed out 16/12/19
141	18/12/2019	08:00	Phone call (in)	37919		Damage to vehicle	1	Phone call in to report rocks falling from construction vehicle, damaging private vehicle. Licence plate and photos supplied.	Contractor has followed up with sub contractor and asked them to follow up directly with the caller directly.	19/12/2019	08:30	Closed out 19/12/19
142	18/12/2019	12:00	Phone call (in)	35593		Dust	1	Phone call in to complain about dust near Henry Parkes Way/Millers Lookout Road.	Contractor has advised that all construction vehicles have been ordered to stop using Millers Lookout Road as a turning point immediately. Caller was asked to report immediately if they spotted more vehicles using the intersection.	18/12/2019	13:45	Closed out 18/12/19
143	15/01/2020	10:45	Phone call (out)	15191	461.25	Drainage and flooding	1	Landowner has requested additional culverts under the road at Wyatts Lane level crossing due to drainage concerns.	Engagement team explained that following previous meetings, the design has been reviewed by the hydrology expert. This review shows that no additional benefit will be gained by adding culverts, and so ARTC has determined these will not be built.	15/01/2020	10:45	Closed out 15/1/2020
144	17/01/2020	10:00	Phone call (in)	34631		Vehicle behaviour	1	Caller complained about contractor ute's not slowing down on Tomingley West Road, and this has caused two instances of damage to resident's vehicle from flying stones.	Construction foreman has issued reminder to all staff that vehicles must slow down to the speed limit, and to be considerate of other vehicles using the roads.	17/01/2020	10:00	Closed out 17/1/2020
145	21/01/2020	09:45	Phone call (in)	34631		Vehicle behaviour	1	Same caller as previous complaint, irate that trucks were still not slowing down on Tomingley West Road. Added that school buses will be on the road again next week and feels that the trucks should not be travelling so fast.	Contractor apologised for misunderstanding previous call, which was thought to be about light vehicles, not trucks. Explained that as Tomingley West Road was posted at 100km/h, trucks were legally allowed to travel at that speed. However, contractor's construction foreman and logistics manager will advise all staff and contractors using the road to be more considerate of vehicles sharing the road, and to slow down when passing vehicles travelling in the opposite direction.	21/01/2020	09:45	Closed out 21/01/2020
146	24/01/2020	09:00	Phone call (in)	12795		Temporary fencing; vehicle behaviour	1	Phone call in to report that temporary fencing had blown over, and also two project utes have driven inside his property instead of within rail corridor.	Contractor apologised and foreman sent worker to fix temp fencing immediately. Landowner was asked to continue to report vehicle using property without permission, and subcontractors have been advised that if they are found to be driving on property again without permission, they will be removed from project.	24/01/2020	09:00	Closed out 24/01/2020
147	31/01/2020	13:00	Phone call (in)	32844		Offensive language on radio	1	Phone call in to report that unknown persons had been using offensive language on UHF 12, and that when asked to stop, they were abusive to the complainant. Caller was not sure if the issue was with project staff but just wanted to report the matter.	Contractor thanked the caller for his report, and advised that INLink doesn't use UHF12, however it could possibly have been a sub contractor outside of the work area. The report has been relayed to management, and foreman and staff in the Goomubla area.	31/01/2020	13:00	Closed out 31/01/2020
148	31/01/2020	14:00	Email (in)	18381		Boundary fencing	1	Email in from landowner's solicitor concerned that boundary fencing has been removed without his permission.	ARTC has responded to inform landowner that as the existing fence is not on the boundary, it will be removed and replaced on the correct boundary. Following meeting further information provided to landowner to show relocation of fence to boundary.	05/02/2020	17:00	Closed out 03/03/2020
149	04/02/2020	09:45	Phone call (in)	15189		Dust	1	Phone call in to complain about high levels of dust coming into the house from the Wards Lane crossing.	Contractor arranged for water truck to attend location.	04/02/2020	09:45	Closed out 04/02/2020
150	05/02/2020	08:15	Phone call (in)	15189		Dust	1	Same caller as previous complaint, calling to ask for water truck to suppress dust at same location.	Contractor arranged for water truck to attend location. Contractor also discussed using a new route to enter to avoid using the unsealed road closest to the caller's house.	05/02/2020	08:15	Closed out 05/02/2020
151	05/02/2020	09:15	Phone call (in)	23331		Vehicle behaviour	1	Phone call in to complain about ute driving through property (instead of rail corridor). Vehicle described but identifying features not confirmed.	Contractor has warned all staff in the area that vehicles must not enter private property without permission. Comms team asked caller to report further activity and with details if possible to allow follow up.	05/02/2020	09:15	Closed out 05/02/2020
152	09/02/2020	09:00	Email (in)	12792		Construction noise	1	Email in to complain about construction noise at 7.45am on Sunday in Peak Hill.	Contractor called to apologise for the noise, and advised that it would be a short term impacted as the crew is moving north.	10/02/2020	10:30	Closed out 10/02/2020
153	11/02/2020	12:30	Drop in to shopfront	14593		Construction debris	1	Complainant called in to Parkes shopfront to complain about old marquee that appears to have been left behind by crew at the Henry Parkes Way crossing. Was concerned about safety as winds could blow marquees onto road.	The marquee is in place for shade for the traffic controller at the location and is suitably anchored to the ground. However contractor will remove the marquee if it is causing safety concerns to the public.	12/02/2020	08:30	Closed out 12/02/2020
154	11/02/2020	16:55	Phone call (in)	21756		Water flows & drainage	1	Landowner called to complain that very little water had run off into his dams during the recent rain, and he believes that sediment controls have prevented this.	Contractor has inspected site and has responded to landowner to explain longer term water flows, as well as discussed the current environmental conditions that mean the bunds must stay in place to protect from run off.	13/02/2020	15:00	Closed out 13/02/2020

155	11/02/2020	17:40	Phone call (in)	25147	Approx 542.6	Water flows & drainage	1	Landowner called with concerns that smaller culverts had led to water pooling on his property, and asked if the new culverts were the same size as the previous culverts.	Advised complainant that construction was not completed yet so current water flows wouldn't always reflect the final water flows. Advised that we would confirm the size of previous culverts located in the area.	11/02/2020	17:40	Closed out 27/03/2020
156	12/02/2020	21:00	SMS (in)	14546	455.2 & 454.8	Water flows & drainage	1	SMS in to complain about drainage at Back Trundle Road crossing with culverts not appearing to carry water during rain event.	Engagement officer met with landowner to view areas of concern. Fencing matter will be rectified.	12/01/1900	09:00	Closed out 27/02/2020
157	12/02/2020	17:15	Phone call (in)	12843		Construction impacts; water flows and drainage	1	Call in to complain about length of construction time on crossing at property on Peak Hill Railway Road, which is impacting his access.	Contractor has contacted landowner and advised that a short term access will be built across the line. While the crossing construction is ongoing, a tin top will be placed to allow access until the rail is laid.	13/02/2020	14:30	Closed out 13/02/2020
158	20/02/2020	10:15	SMS (in)	33548		Vehicle behaviour	1	SMS in to complain about unsafe driving behaviour by subcontractor truck, licence plate provided.	Contractor's logistics manager is following up directly with the subcontractor to remind of safe driving responsibilities.	20/02/2020	15:10	Closed out 20/02/2020
159	25/02/2020	15:45	Phone call (in)	12843		Boundary fencing	1	Phone call in to complain about culverts and damaged fencing	Contractor's General Foreman JP contacted stakeholder to discuss location/ options on fencing issues to be rectified.	27/02/2020	08:30	Closed out 27/02/2020
160	27/02/2020	09:15	Meeting	39730		Damaged road	1	Meeting about truck doing U-turns in Stakeholder's business driveway resulting in damage to road	Contractor contacted Stakeholder to advise the sub-contractor trucks will no longer use the road and park elsewhere. Road belongs to Council so contractor can't touch any damage but offered to speak to Council on behalf of owner if needed.	28/02/2020	09:30	Closed out 28/02/2020
161	27/02/2020	09:30	Phone call (in)	21830		Weed management	1	Stakeholder complained about weeds growing along property	Contractor spoke to environment team who confirmed they were spraying for weeds over the next couple of weeks.	27/02/2020	12:00	Closed out 27/02/2020
162	28/02/2020	08:45	Phone call (in)	32844		Vehicle behaviour	1	Stakeholder called to complain about unsafe driving behaviour, licence plate provided.	Contractor followed up with logistics manager and confirmed back to Stakeholder that it wasn't one of our trucks.	28/02/2020	09:00	Closed out 28/02/2020
163	02/03/2020	10:04	Phone call (in)	12853		Vehicle behaviour	1	Phone call in to complain about dangerous driving by subcontractor truck, licence plate provided.	Contractor followed up with logistics manager and confirmed back to Stakeholder that the truck driver had been spoken to and given a warning.	05/03/2020	10:00	Closed out 05/03/2020
164	05/03/2020	02:00	Phone call (in)	12843	Approx 538.9	Water flows & drainage	1	Stakeholder called to complain that rain water was flooding paddocks and very little running from rail corridor to his dams.	Contractor followed up with enviro team and foreman who advised culverts were not yet finished and had an environmental bund around them to stop "dirty" water getting to paddocks. On review, water doesn't flow to stakeholders paddock anyway. Contractor advised stakeholder who understood.	05/03/2020	16:00	Closed out 05/03/2020
165	13/03/2020	16:30	Phone call (in)	13609		Traffic management/ damage to local roads	1	Stakeholder called to complain of trucks driving through the night on Nanardine Lane. Also complained of condition of road.	Contractor followed up with logistics manager, foreman and subcontractors who advised no deliveries were received at the time as drivers would be in breach of the contract if they work these hours; also checked with local farmer who wasn't using the road. Contractor explained that local council looking Stakeholder happy with outcome and apologised for being angry and complaining.	17/03/2020	13:00	Closed out 17/03/2020
166	18/03/2020	16:15	Phone call (in)	12794		Property - fencing/ access during construction	1	Stakeholder called to complain about a truck opening his gate and entering his paddock. Also asked about when his fencing was going to be installed.	Consultant apologised to the stakeholder and advised the truck driver had been spoken to and a toolbox would be completed at pre-start to remind all staff about entering property only with permission/ leaving gates as they were. Time being arranged for stakeholder to meet with ARTC fencing engineer to discuss further.	19/03/2020	08:00	Closed out 19/03/2020
167	22/03/2020	07:00	Phone call (in)	13609		Dust	1	Stakeholder called & sent through videos of dust coming off Nanardine Lane as staff drove to site, also concerned they were speeding.	Contractor arranged for water truck to Nanardine Lane to help with dust. All staff reminded of speed limit being 60km/hr.	22/03/2020	07:20	Closed out 22/03/2020
168	23/03/2020	09:00	Phone call (in)	39958		Dust	1	Stakeholder called to complain of dust coming off London Rd, being a detour while Brolgan Rd LX being completed.	Contractor organised water truck to help with dust issue. Stakeholder happy with outcome.	23/03/2020	09:00	Closed out 23/03/2020
169	23/03/2020	09:08	Phone call (in)	28645		Dust	1	Stakeholder called to complain of dust coming off London Rd with extra traffic, while Brolgan Rd LX being completed.	Contractor apologised and advised a water cart had been organised and would be there to help with dust issue shortly. Stakeholder happy with outcome.	23/03/2020	09:08	Closed out 23/03/2020
170	31/03/2020	11:45	SMS (in)	29651		Weeds	1	Stakeholder sent SMS to Contractor complaining of burrs and weeds along the corridor, asking when it will be sprayed.	Contractor replied to SMS advising weed sprayers were booked in for this week but it rained and had to postpone - advised they are booked in for next week, and thanked Stakeholder for sending photos.	31/03/2020	11:45	Closed out 31/03/2020
171	31/03/2020	13:15	Phone call (in)	12774		Weeds	1	Stakeholder called to complain of weeds and ask when they were going to be sprayed.	Contractor explained the week sprayers were booked in for this week but had to postpone due to the rain, and are booked in for next week.	31/03/2020	13:15	Closed out 31/03/2020
172	31/03/2020	15:45	Meeting	15191	461.25	Lighting at LX Drainage Road damage	1	Stakeholder met with Contractor to complain about lack of lighting and drainage under Wyatt's Road LX. Also complained of pot holes west of Wyatt's Road.	Contractor explained lighting/ drainage is an ARTC issue & she would have an engineer to contact him to discuss further.	31/03/2020	15:45	Closed out 31/03/2020
173	03/04/2020	16:45	Phone call (in)	12795	Approx 487.2 - 489.5	Flooding	1	Stakeholder called to complain about corridor and his paddock flooding, second LX blowing out and lot of debris now in his paddock.	Contractor advised Stakeholder that she would raise it with ARTC.	15/05/2020	09:00	Closed out 15/05/2020
174	04/04/2020	11:30	Phone call (in)	34497	535.6	Flooding	2	Stakeholder advised of flooding issue in their paddock.	Contractor arranged for enviro team to attend the location and look at the water issue. Advised stakeholder via text that the enviro team was on site. Enviro report was that the whole area was flooded due to 73ml rain received.	04/04/2020	13:30	Closed out 04/04/2020
175	05/04/2020	08:15	Phone call (in)	34497		Property and land use	1	Stakeholder called to complain about an INLink staff member's attitude when making a complaint	Engagement team advised it would be looked into & agreed no follow up with Stakeholder. Review of management of complaint from previous day was managed in compliance with Comms Strategy and environmental restrictions.	05/04/2020	08:15	Closed out 05/04/2020
176	05/04/2020	12:30	SMS (in)	12744		Property damage	1	Stakeholder text to advise of trucks turning around in front of driveway and requested signage for them to stop doing it.	Contractor replied to SMS apologising and advising Superintendent was going to look at it, all drivers have been told to stop doing this. Signage being arranged.	05/04/2020	12:30	Closed out 05/04/2020
177	06/04/2020	12:57	Phone call (in)	12813	Approx 504.7	Flooding	1	Stakeholder called after sending numerous photos through via SMS, of water flowing through his paddock which could impact farming operations	Engagement team advised it would be looked into. When asked about other dam he claimed water has been directed away from, he advised it didn't look like there was a problem but would wait and see.	06/04/2020	12:57	Closed out 06/04/2020
178	09/04/2020	10:00	Phone call (in)	40681		Dust	1	Stakeholder called to advise water truck was unnecessarily dumping water on Nanardine Lane, no need for dust suppressant as it was wet from recent rain	Contractor spoke to the foreman and environment team & water shouldn't have been dumped on Nanardine Lane. Contractor advised Stakeholder, which was appreciated.	09/04/2020	12:00	Closed out 09/04/2020
179	09/04/2020	11:36	Phone call (in)	40687		Contractor payment	1	Stakeholder advised about consistent errors in wage payment from sub-contractor	Engagement team took all information and sent onto Contractor to request full details.	30/04/2020	09:00	Closed out 30/04/2020
180	15/04/2020	14:30	Phone call (out)	15191	461.25	Flooding	1	Drainage/water flows at Wyatts Lane crossing	Engagement team reiterated previous advice that the crossing design does not increase inundation at the site and no changes are planned at that location. Refer to No. 172 for history/ previous dealings.	15/05/2020	09:00	Closed out 15/05/2020
181	18/04/2020	08:00	Phone call (in)	12795	Approx 487.2 - 489.5	Property damage Flooding	1	Stakeholder called to complain of the extensive damage the recent rain has done to his property, not just the level crossings. He's taken photos/ drone footage and is looking at suing for damages	Contractor explained to stakeholder that they had been out to have a look at the damage but all those needed to have a further discussion about it weren't available today. Stakeholder advised he hadn't been able to show issues with ARTC representative as it's been too wet. Meeting arranged for 21/4/20.	18/04/2020	08:00	Closed out 18/04/2020
182	19/04/2020	08:00	SMS (in)	34497		Property impact - blocking access	1	Stakeholder text to advise operator left their driveway blocked and not traversable for the remainder of the weekend, Stakeholder had to use their tractor to make it traversable.	Contractor apologised to Stakeholder's husband and advised the superintendent would be called to rectify the area. SMS was sent to Stakeholder to apologise for the situation and advise it would be rectified ASAP.	19/04/2020	16:30	Closed out 19/04/2020
183	22/04/2020	07:30	Phone call (in)	36293		Dust	1	Stakeholder called to complain about dust coming off Nahwonah Siding Rd.	Contractor apologised and arranged with the foreman for a water truck to go and suppress dust.	22/04/2020	07:30	Closed out 22/04/2020
184	22/04/2020	11:00	Meeting	12795 25183	Approx 487.2 - 489.5	Property damage Flooding	2	Meeting with Stakeholder, ARTC and INLink to discuss property damage, drainage and culvert capacity since recent rains.	ARTC and Inlink have met on site with the landowner to determine work to be done to correct water flow issues. Work completed to date includes reinstating previous ground levels to ensure water flows as per flood model and design. Landowner is satisfied with work so far. Final job remaining includes installing a causeway at LX3633 to prevent wash out in heavy rain. See also complaint #173 and #181.			Ongoing - nearing completion.

185	24/04/2020	15:27	Phone call (out)	34078		Property impact - general	1	Stakeholder questioned the style of conduit crossing installed	Engagement team apologised to Stakeholder for the mistake in pipe installation, explained there was no legal requirement for ARTC to do what was originally promised as it was too expensive.	24/04/2020	15:27	Closed out 24/04/2020
186	28/04/2020	11:15	Phone call (in)	20401	Approx 452.4	Water: drainage	1	Stakeholder contacted the contractor with questions about the drainage design south of Henry Parkes Way and how this would effect flows on his property.	Contractor advised drainage had been built to the design which was determined by the flood model. Stakeholder team has met with property owner to outline flood modelling and flow paths, which are as per the design.	28/06/2020	09:00	Closed out 28/06/2020
187	07/05/2020	14:00	Email (in)	32001		Fencing	2	Stakeholder contacted ARTC to request assistance with cost of fencing relocation.	ARTC responded via phone to stakeholder and outlined our position regarding fencing as per previous letter sent to them.	07/05/2020	14:00	Closed out 07/05/2020
188	08/05/2020	09:00	Email (in)	40973		Damaged tyres	1	Stakeholder hit a pothole on the Goonumba side road temporary LX which resulted in two flat tyres - requesting replacements.	Contractor responded to stakeholder's tyre replacement request after area and incident investigated - request declined as rough surface warning and reduced speed signs were in place.	14/05/2020	10:00	Closed out 14/05/2020
189	26/05/2020	07:00	Phone call (in)	13650		Vehicle behaviour	1	Stakeholder called to complain about truck not sharing the road on Wyanga Rd, Stakeholder had to drive on side of the road.	Contractor apologised for this vehicle behaviour and followed up with foreman and logistics manager to speak to all truck drivers about safe driving at pre-start meetings.	26/05/2020	07:00	Closed out 26/05/2020
190	27/05/2020	16:15	Phone call (in)	37022		Dust	1	Stakeholder called to complain of dust issues coming from the track where the Moxie was travelling near Railway Pde.	Contractor arranged for water truck to increase dust suppression along the movie track. Enviro team to install a dust monitor at location. Contractor called stakeholder to update on dust management plan.	28/05/2020	08:00	Closed out 28/05/2020
191	28/05/2020	09:00	Phone call (in)	41211		Road condition	1	Stakeholder complained of road condition deteriorating road conditions on Back Tomingley Road due to volume of traffic; also questioned why Back Tomingley Road is still being used when	Contractor explained that Narromine Shire Council own the roads and we aren't able to do anything to improve them, except raise it at Council meetings, which the contractor advised is what we will do. Contractor also explained reasoning as to why trucks are using Back Tomingley	28/05/2020	09:00	Closed out 28/05/2020
192	29/05/2020	08:00	Phone call (in)	21830		Road curtilage damaged	1	Stakeholder called to advise a truck was bogged out the front of his property on the curtilage and dirt near his driveway was gouged.	Contractor sent superintendent to stakeholder's driveway to assess the damage.	29/05/2020	08:00	Closed out 29/05/2020
193	29/05/2020	09:13	Phone call (in)	12843		Traffic issues	1	Stakeholder said he'd spoken to group of contractors looking at his LX. Also advised rocks had flung up and cracked his windscreen, contractor had also been advised.	Engagement team said contractor will work with stakeholder to reach a resolution.	29/05/2020	09:13	Closed out 29/05/2020
194	11/06/2020	09:00	Phone call (in)	12789		Gates left open	1	Stakeholder called to complain that the gates weren't shut at the Barrabadeen Creek, resulting in his sheep getting into the rail corridor.	Contractor arranged for foreman to remind staff across the project that if they have to open gates remember to shut them and if they are open leave them open.	11/06/2020	09:00	Closed out 11/06/2020
195	11/06/2020	10:30	Phone call (in)	12754		Fencing	1	Stakeholder called to complain that old fencing material had been removed when he had requested to keep it. Also that there the fencing contractors advised they are not installing barbed wire on	Contractor spoke to fencing engineer and the old fence will try to be salvaged and barbed wire will be installed on the bottom.	11/06/2020	10:30	Closed out 11/06/2020
196	12/06/2020	09:45	Phone call (in)	36293		Dust	1	Stakeholder called to complain about dust coming off Nahwonah Siding Rd, caused by the trucks.	Contractor called foreman to request water truck to Narwonah Siding Road area but was advised we don't have any trucks using that road. Contractor was in the area and stopped one of the trucks creating the dust to explain we were getting dust complaints - he worked for	12/06/2020	13:00	Closed out 12/06/2020
197	17/06/2020	11:44	Phone call (in)	15189	470.45	Water drainage/ flooding	1	Stakeholder called to complain about erosion within his paddock at a culvert & believed because there was less grass slowing the water down is was leading to it flowing faster.	Engineering team visited to inspect location and determined that scour has not been caused by location of new culvert as there is no flow path between the scour and culvert. The scour appears to be an existing attribute caused by the pre-existing lay of the land.	17/06/2020	11:44	Closed out 20/06/2020
198	23/06/2020	13:30	Meeting	41605		Enapagement: general stakeholder comment	1	Stakeholder visited contractor office to complain tenants working on the project haven't paid their final rent in full.	Contractor followed up with relevant staff and on agreement with Project Manager, agreed it is a private matter between the tenants, real estate agent and landlord.	25/06/2020	08:00	Closed out 25/06/2020
199	30/06/2020	07:30	SMS (in)	15187		Vehicle behaviour	1	Stakeholder messaged to complain about ute using Peak Hill Railway Road, not moving over from middle of the road or using blinkers when entering Fairview Siding Road site office.	As stakeholder was unable to provide rego or other identifying markers, follow up with driver is not possible. Contractor committed to follow up with foreman to have driver behaviour reminders mentioned at pre-start.	30/06/2020	07:30	Closed out 30/06/2020

## Appendix G Independent Hydrologist Review



**Inland Rail Project – Technical Advisor**  
**ARUP/SMC Joint Venture**  
**Level 6, 480 St Pauls Terrace**  
**Fortitude Valley QLD 4006**

20 December 2018

Mr C Dumbleton  
 Director – Infrastructure Management  
 Department of Planning and Environment  
 GPO Box 39,  
 Sydney, NSW 2001

Dear Carl,

**RE: INLAND RAIL – PARKES TO NARROMINE (SSI 7475) INDEPENDENT HYDROLOGY ASSESSMENT**

The Flood Study Report for the Parkes to Narromine Section of the Inland Rail Project (SSI 7475) is submitted to the Department of Planning and Environment (DPE) for information and this letter provides an assessment by the Independent Hydrologist as part of this submission.

ARTC recognizes the importance of potential flood impacts in the railway design and the Flood Study Report prepared by IRDJV for ARTC (Report number 3-0001-240-IHY-00-RP-0003, dated October 2018) is a comprehensive document covering all aspects of the design including the input data, assumptions, analysis procedures and results. This report is the detailed technical basis for the flood design component of the Detailed Design Report for the project which summarises the flood and drainage design in Section 6.

In addition to the design results for the project, the Flood Study Report provides a detailed assessment of the impacts of the project on flood conditions for the railway corridor and neighbouring properties.

This assessment has been considered using the DPE documentation “Critical State Significant Infrastructure: Inland Rail – Parkes to Narromine. Conditions of Approval”, dated June 2018. The key conditions related to flooding are E21 and E22 which also refer to conditions E29 and E30, which specify conditions for flow velocities at culvert outlets and in neighbouring properties. The requirements specified in Conditions E21 and E22 refer to changes in flood level and other hydraulic performance caused by the railway development compared to existing conditions and are specified to ensure acceptable impacts on both the community and the environment.

Based on my review of the Flood Study Report I am satisfied with the methodology and results presented, subject to the following minor issues. These are not sufficiently serious to prevent approval of the Flood Study Report, but should be noted by DPE.

Condition E21 mandates that OEH and Councils are consulted in developing Flood Design Report. It is noted though that the engagement with OEH has been limited, while Councils and RMS as well as individual property owners have been consulted. However, through discussions with ARTC, a subsequent revision of the report will be developed to address prospective minor design changes in drainage infrastructure. In lieu of the current endorsement of this report it is recommended that next revision of this report makes provision for the execution of adequate consultation with the OEH in accordance with conditions of approval. The minor design changes will be to refine local drainage designs and will not affect flood impacts.

With regard to Conditions E21 and E22, it is noted that there is a small number of locations where the impact criteria specified in the Conditions of Approval are not met by the design. The impacts have been tested for a range of flood sizes and impacts have been assessed in all floodplain locations. The locations of these nonconformances are for only a few locations and the criteria have not been met by a small margin. In each of these situations, the Flood Study Report has assessed the individual impacts and provided a discussion on the implications of these nonconformances. In each case, these have been considered in the context of the individual localised impacts and local property owners have been consulted where necessary. While the impact criteria have not been completely satisfied, the impacts are judged to be acceptable both in the context of potential damage or disruption and with consideration for the concerns of property owners.

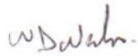
However there is a property owner in one location who is concerned about the flood impacts as they affect his property, though the impacts have been calculated as being within the criteria specified by the Conditions of Approval.



Consultation is continuing with this property owner to reach a satisfactory agreement, but the impacts do meet the defined conditions, and can be accepted as meeting the requirements of the DPE.

Subject to these limitations, I am satisfied that the Flood Study Report meets the criteria in the Conditions of Approval, and I can endorse the report.

Yours sincerely,



Dr WD Weeks  
Subject Matter Expert - Hydrology



## Appendix H DPIE Review and Approval of the Independent Hydrologist



Ms Stephanie Mifsud  
Environment Manager NSW  
Inland Rail  
Australian Rail Track Corporation  
Level 15, 60 Carrington St  
SYDNEY NSW 2000

Our ref: 18/498849

Dear Ms Mifsud

**Subject: Inland Rail – Parkes to Narromine (SSI 7475) – Approval of Independent Hydrologist under condition E21.**

Thank you for your correspondence of 21 June 2018 nominating Dr Bill Weeks as the Independent Hydrologist for approval of the Secretary as required under condition E21.

The Department notes the information provided for the Independent Hydrologist, including details of qualifications and relevant experience in his Curriculum Vitae which demonstrates that he is suitably qualified and experienced.

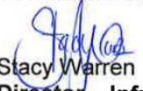
I also acknowledge your subsequent response to the Department's request for clarification on the independence of Dr Weeks from the preparation of the Flood Design Report. The Department has carefully reviewed the information provided and is satisfied that Dr Weeks is sufficiently independent of the person preparing the Flood Design Report.

Therefore, I approve the appointment of Dr Bill Weeks as the Independent Hydrologist, in accordance with condition E21.

Please note that under condition E21 the Independent Hydrologist's endorsement of the Flood Design Report must include a statement verifying that new and replacement culverts have been designed in accordance with the requirements of conditions E29 and E30 of Infrastructure Approval SSI 7475, and must be submitted to the Secretary and OEH for information at least one month prior to the commencement of construction of permanent works that may impact on flooding.

If you have any queries about this matter, please contact Jacqui McLeod, Team Leader – Infrastructure Management on Ph. 9274 6454 or at [jacqui.mcleod@planning.nsw.gov.au](mailto:jacqui.mcleod@planning.nsw.gov.au)

Yours sincerely

 18-7-18  
Stacy Warren  
Director – Infrastructure Management  
As delegate of the Secretary

Department of Planning and Environment  
320 Pitt Street Sydney 2000 | GPO Box 39 Sydney 2001 | [planning.nsw.gov.au](http://planning.nsw.gov.au)

## Appendix I RMS Level Crossing IFC Design Documentation Acceptance



Level 9, 40 Creek Street  
Brisbane Qld 4000  
GPO Box 2462, Queen Street  
Brisbane Qld 4000

P. 1800 732 761  
E. inlandrailqld@artc.com.au  
W. inlandrail.com.au

20<sup>th</sup> February 2019

Renee Massurit  
Project Engineer  
Roads and Maritime Services  
51-55 Currajong Street  
Parkes NSW 2870

renee.massurit@rms.gov.au

**Subject: Inland Rail Parkes to Narromine Level Crossing IFC Design Documentation Acceptance**

Dear Renee,

ARTC are pleased to present to the Roads and Maritime Services (RMS) the Issued for Construction Design Documentation (IFC Design Documentation) for the upgrade and construction of level crossings as part of the Inland Rail Parkes to Narromine (P2N) project identified in Appendix A to this letter. The IFC Design Documentation has been developed by WSP Australia Pty Limited and Mott MacDonald Australia Pty Limited trading as IRDJV on instruction from ARTC. ARTC has commissioned an independent review and certification of the IFC Design by a team of Technical Advisors engaged by ARTC.

It is acknowledged by ARTC that RMS have provided feedback in regards to the IFC design as part of the consultation and approval process. The comments provided by RMS have been taken on board by IRDJV and are under the process of revising the respective IFC drawings. The revised IFC drawings will be submitted to RMS upon completion. ARTC seeks RMS' acceptance on the basis that the responses to the raised comments are deemed acceptable by RMS.

ARTC/IRDJV responses to RMS comments:

- Note 8 under Level Crossing Drainage, Sheet 3 – RCBC's should be to RMS specifications
  - *Response:* adding 'and RMS specifications' after manufacturers recommendations is acceptable to IRDJV
- The RX-5 assembly as noted on Site Layout should be labelled "RX-5 Assembly with Boom Barrier"
  - *Response:* Noted. Simple change, but all the RX-5 assembly with boom barrier across the project (i.e. all of them) are noted as "RX-5 Assembly". Do we want to change all the plans?
- On Site Layout and General Arrangement sheets – RRPMS are to be spaced ay 12m spacings on the centre line.
  - *Response:* Noted. Simple change
- Culvert Structural Details – General Notes – 40 MPa required for concrete, 45mm cover to the steel

ARTC Reference 3-0000-240-CXR-00-LT-0003  
Australian Rail Track Corporation Ltd

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ABN 75 081 455 754



- Response: Concrete strength of 40MPa and cover are specified on drawing 3-0001-240-SCU-00-DR-0103. Cover is 45mm unless the precast element is cast using intense vibration and rigid forms, in which case it can be 35mm
- Existing culvert at CH33313 needs extending (Longitudinal Sheet 1) –
  - Response: New culvert, clearzone of 6m to be reviewed.
- Setout details – a 1m sealed shoulder is required. Relatively simple change.
  - Response: The shoulder can be widened within the existing formation, but should be changed in the model also to ensure it remains in-sync with the drawings.
- Culvert 1/1078DDR2 – Another 2.4m unit on each end is required to achieve a clearzone of 6m
  - Response: Accepted
- Culvert 1/1078DDR2 – Base slab must be poured in-situ
  - Response: All road culvert base slabs are cast in-situ, the comment may be referring to an old version of the culvert GA where precast base slabs were called up. In-situ road culvert base slabs are detailed on drawing 3-0001-240-SCU-00-DR-2003.
- Culvert 1/1078DDR1 – Another 2.4m unit on each end is required to achieve a clearzone of 6m
  - Response: Accepted

The IFC Design Documentation presented to RMS has been designed to and will be built to meet Australian Standards, ARTC standards and local government rules and regulations. ARTC has designed the level crossings to meet the RMS standards. The relevant standard to which the level crossings have been designed are noted on the drawings presented.

At your earliest convenience, please sign and return a copy of this letter confirming RMS's acceptance of the IFC Documentation.

We look forward to working with RMS and should you have any queries please do not hesitate to contact the undersigned.

Yours sincerely,

Rob Zeirzer  
Project Manager



Date	RMS Acceptance
22/2/19	Position: Project Engineer
	Name: Renee Massurit
	Signature: 
The above signed hereby accepts the IFC Design Documentation identified in Appendix A for the Parkes to Narromine (P2N) section of the Inland Rail Programme.	

## Appendix J ARTC and Landholder Agreement for Level Crossing No. 3646 Relocation

Mr Robert Hunt  
386 Peak Hill Railway Road  
Narromine NSW 2821

Date 26-6-19

Attention:  
Peter Dorrrough  
Programme Manager - Property  
ARTC  
GPO Box 2462  
Brisbane QLD 4000

Dear Sir

**RE: Installation of new and removal of level crossing at 532.230 km,  
Parkes to Narromine – Inland Rail**

I refer to the meeting of 26 February 2018 with ARTC project staff. I / We confirm agreement to your proposal to close the level crossing at 532.230 km and the construction of a new level crossing at 532.048 km at coordinates -32.4323 Latitude and 148.1368 Longitude. Construction will be in accordance with plan No. 3-0001-240-DCW-00-DR-5401 and 3-0001-240-DCW-00-DR-5402.

Formal closure and removal of the level crossings 532.230 km is conditional on final construction of the new level crossing and any other infrastructure required as part of the design and safety standards.

It is further acknowledged that ARTC will not be responsible for ongoing maintenance costs to any ancillary assets once construction is complete and in accordance with the supplied plan.

Yours sincerely

  
Signed:

ROBERT HUNT  
Printed:

26-6-19  
Date:

.....  
Signed:

.....  
Printed:

.....  
Date:

