

Appendix B

Early works impacts (not part of the proposed action)

B1 Early works impacts

As identified in Section 1.2, some of the Stage 1 works will be conducted as early works which will commence in early 2021, prior to the commencement of the main contract and which are not part of the 'proposed action' that is being referred in the B2N EPBC Act referral. These works have not been included in the EPBC Act referral as they will occur prior to the determination of the referral and have been subject to separate environmental assessment in accordance with TMR processes. TMR accepts that the Stage 1 Early Works will proceed without assurance that the proposed action (Stage 1 and 2) has been determined/approved through the EPBC referral process.

Early works includes geotechnical investigations, topographic ground surface surveys, realignment of a portion of Steve Irwin Way with associated public utility plant relocations and provision of additional parking spaces at Landsborough and Nambour Stations.

The early works are partly located in areas that have been subject to previous disturbance, however there will be vegetation clearing required in some locations as described in the following sections. The works have been assessed through separate desktop and/or field assessment to identify environmental values, impacts and mitigation.

Environmental assessment identified that it is unlikely the early works would have a significant impact to MNES or their habitats, and an EPBC Act Referral is not required for these works. For all early works, State approvals will be obtained where relevant, for example for clearing within the Queensland protected plant high risk trigger area, and environmental mitigation measures will be implemented during construction through an environmental management plan. Specific mitigation measures are described for each aspect of the early works below.

The Stage 1 early works locations are shown in Figure 1, covering a total area of approximately 20 ha. Key environmental considerations relevant to the early works are described below.

B1.1 Geotechnical investigations

This scope includes test pits and boreholes along the project alignment. A desktop environmental and cultural heritage assessment has been conducted for each location (and the relevant access tracks) to identify potential impacts. All of the boreholes/test pits are in previously cleared areas including the existing rail corridor, road reserves or agricultural land and will require no clearing of vegetation. Environmental management will be implemented during conduct of the geotechnical investigation, including stabilisation of the geotechnical investigation locations after completion to prevent erosion and weed management to prevent weed spread.

Due to the minor nature of the disturbance to conduct the geotechnical investigations, the lack of clearing, and the location in already disturbed areas, the geotechnical investigations are not likely to have a significant impact on MNES.

B1.2 Steve Irwin Way Realignment

This component of the early works includes the realignment of approximately 1200m of Steve Irwin Way to the east of the existing alignment, and the relocation of public utility plant in the road reserve north of the realignment. Environmental and cultural heritage assessment was conducted for the realignment, including desktop review and targeted flora and fauna surveys. The majority of the realignment is cleared agricultural land, however vegetation is present in the

road reserve north of the realignment, and approximately 2200m² (0.22ha) of mapped remnant vegetation will also be cleared. No threatened species were identified during flora and fauna surveys in this area of the realignment. Due to the small amount of remnant vegetation to be cleared, the disturbed nature of the majority of the realignment (existing road reserve and agricultural land) and the lack of MNES found in field surveys, these works are not likely to result in a significant impact to MNES. An environmental management plan will be implemented for the construction of the works, including weed control, erosion and sediment control, and use of a fauna spotter catcher during clearing to minimise impacts to fauna.

B1.3 Landsborough and Nambour Station Carparks

At Landsborough, the additional carparks will be built to the east of the existing station in an area that is currently existing residential and industrial land uses, including some vegetated properties. There is no mapped wetlands or remnant vegetation in the location of the proposed carpark, and given the disturbed nature of the vegetation on site (also being surrounded by developed urban area including the rail, residences and commercial properties) it is considered unlikely that threatened species or their habitat occur within the carpark footprint.

At Nambour, the additional carparks will be located in existing disturbed areas adjacent to the rail corridor. Only clearing of planted landscape vegetation is required. Due to the disturbed location, lack of habitat and surrounding land uses it is unlikely that threatened species or their habitat would be present within the carpark footprint and a significant impact to MNES is unlikely.