Amendment Report Fact Sheet

Changes to internal roads and bridges

This fact sheet presents an overview of changes relating to internal roads and bridges.

Realignment of the Eastern Access Road

A realignment has been made to the Eastern Access Road to reduce the need for significant earthworks, improve road safety and address potential drainage issues.

This realignment addresses a particularly steep section of the Eastern Access Road, which would have required significant earthworks with cut batters reaching up to 15m in vertical height. Cut batters are when the earthworks surface connects to the natural surface.

It will increase the total length of the road (to approximately 12.1km), however will reduce the earthworks volumes within this section.

This change will:

- shorten the period of internal road construction, and
- enhance the effectiveness of emergency response measures for access and egress (way to get out).

Temporary bridges

The Environmental Impact Statement identified the need for one temporary bridge, which was to be built in the same location as the permanent bridge over the Macleay River near Smiths Bluff.

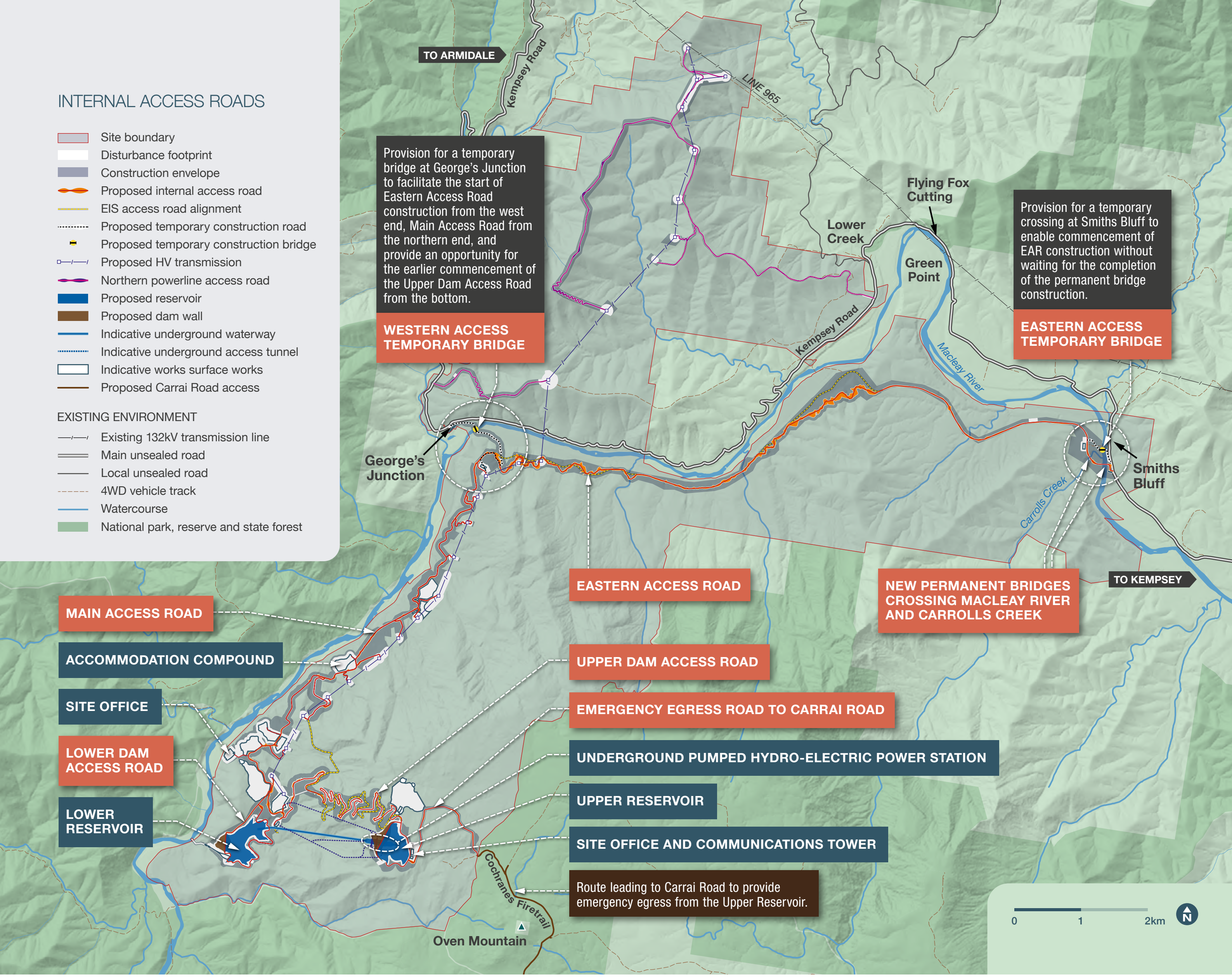
The location of this temporary bridge has been moved immediately north of the permanent bridge to better suit span and bridge engineering requirements. The temporary bridge maintains access to site while the permanent bridge is being constructed. This bridge is referred to as the Eastern Access Temporary Bridge.

A second temporary bridge crossing is also in the changed site design and is located about 600m north-east of George's Junction. This bridge is referred to as the Western Access Temporary Bridge.

The reason for this change is to reduce the period of construction of internal roads. This change will also improve the effectiveness of emergency response measures, such as access and egress (way to get out).

The construction method for temporary bridges will involve building abutments (the structure built to support the ends of a bridge) from concrete blocks on gravel beds, protected by sheet pile walls. This will allow the bridges to be removed with minimal disturbance to vegetation and provide improved resistance to flooding.

Artist's impression of the Eastern Access Road



Upper Dam Access Road refinement

We received feedback about avoiding the known habitat and potentially significant impacts to the threatened Brush-tailed Rock Wallaby.

In response to this feedback, we've realigned the Upper Dam Access Road, which includes the removal of a large north-south connecting section of road.

The change has removed the access road that links the Main Access Road and Upper Dam Access Road as it was presented in the Environmental Impact Statement to avoid the known Brush-tailed Rock Wallaby denning habitat.

We've also made refinements to the alignment of the Upper Dam Access Road to allow more feasible heavy vehicle access and to address any potential drainage issues.

The road design includes measures to enhance safety for users, such as optimising the road geometry to better fit the terrain. The realignment has reduced the length of the Upper Dam Access Road by approximately 700m, and now joins the Lower Dam Access Road further to the south.

Refer to section 3.3.1 of the Amendment Report