

# **The Northern Road – Mersey Road, Bringelly to Glenmore Parkway, Glenmore Park**

## **Environmental Representative Monthly Report**

**October 2020**

**Doc no. 18008-RP-MR-028-TNR 4,5,6 Monthly Report\_October 2020 \_0**

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## Glossary of terms and abbreviations

Term	Definition
CCS	Community Communications Strategy
CEMP	Construction Environmental Management Plan
CoA	Conditions of Approval
Construction	As defined in the definitions section of the Infrastructure Approval
CPB	CPB Contractors
CRM	Community Relations Manager
CSSI	Critical State Significant Infrastructure
DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Assessment
ER	Independent Environmental Representative approved by DPIE
ERG	Environmental Review Group
EMS	Environmental Management System
EPA	NSW Environment Protection Authority
EPL	NSW Environment Protection Licence
EP&A Act	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act (Cth)</i>
ESCP	Erosion and Sediment Control Plan
GEJV	Georgiou Ertech Joint Venture
OEH	Office of Environment and Heritage
OACEMP	Overarching Construction Environmental Management Plan
OEMP	Operational Environmental Management Plan
OOHW	Out of hours work
POEO Act	<i>Protection of the Environment Operations Act 1997 (NSW)</i>
(the) Project	The Northern Road Upgrade, Mersey Road, Bringelly to Glenmore Parkway, Glenmore Park
Proponent	Transport for NSW
Roads and Maritime	Roads and Maritime Services
ROL	Road Occupancy Licence
Secretary	Secretary of DPIE
SPiR	Submission and preferred infrastructure report
SSI	State Significant Infrastructure
TfNSW	Transport for NSW

TMC	Transport Management Centre
TNR	The Northern Road
WSIP	Western Sydney Infrastructure Plan

## 1. Introduction

### 1.1 Background

The Northern Road Upgrade – Mersey Road, Bringelly to Glenmore Parkway, Glenmore Park Project (the Project) comprises the upgrade of 16 km of The Northern Road (TNR) as part of the broader Western Sydney Infrastructure Plan (WSIP). The Project will improve traffic flow and connectivity in the western Sydney region and facilitate the construction of the Western Sydney Airport.

The Project is located approximately 45 km west of the Sydney central business district and traverses the local government areas of Penrith in the north and Liverpool in the south.

Transport for NSW is planning and delivering the Project. The Project will be constructed in three separate stages under three separate Construction contracts:

- Stage 4 - Mersey Road, Bringelly, to Eaton Road, Luddenham
- Stage 5 - Littlefields Road, Luddenham, to Glenmore Parkway, Glenmore Park
- Stage 6 - Littlefields Road, Luddenham to Eaton Road, Luddenham

The Project has been assessed under both State and Federal planning approval pathways. The Project was declared by the NSW Minister for Planning to be critical State significant infrastructure (CSSI) development under Schedule 5 of the *State Environmental Planning Policy (State and Regional Development) 2011* on 31 March 2017. The Secretary's Environmental Assessment Requirements (SEARs) for the Project were issued on 28 July 2015 and amended SEARs were issued on 9 March 2016. The Project was assessed under Part 5.1 of the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act).

The Project has the potential to significantly impact on Matters of National Environmental Significance (MNES) including *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) listed Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest. The Project will also impact on areas of Commonwealth land associated with the Defence Establishment Orchard Hills (DEOH) and land purchased by the Australian Government for the Western Sydney Airport. Accordingly, the Project was referred to the then Australian Government Department of the Environment (now Department of the Environment and Energy (DoEE)). The Project was declared by the Federal Minister for the Environment and Energy to be a 'controlled action' under the EPBC Act and Commonwealth Environmental Impact Statement Guidelines were issued in August 2016.

A single Environmental Impact Statement (EIS)/Draft EIS was prepared for the Project to satisfy the environmental assessment requirements of both Part 5.1 of the EP&A Act and Part 8 of the EPBC Act. The EIS was placed on public exhibition between 21 June 2017 and 2 August 2017.

A Submissions and Preferred Infrastructure Report (SPIR) was prepared to provide responses to issues raised during exhibition of the initial EIS, to propose Project design refinements and to provide revised environmental management measures (REMMs) for the Project. The SPIR was submitted to the NSW Minister for Planning. A Final EIS satisfying the requirements of the EPBC Act was submitted to the Federal Minister for the Environment and Energy in December 2017.

Approval for the Project under the EP&A Act was granted by the Minister for Planning on 30 May 2018. Approval for the Project under the EPBC Act was granted by the Federal Minister for the Environment and Energy on 15 June 2018. Construction approval was granted on the 25 October 2018, with the approval of the final Overarching CEMP Sub-plan.

A modification to the approval was granted by the Minister for Planning on 11 June 2019. The modification related to the replacement of the Adams Road Bridge for a four-way signalised intersection.

Transport for NSW have appointed two contractors to complete the project. The Georgiou Ertech Joint Venture (GEJV) are constructing the Mersey Road, Bringelly to Eaton Road, Luddenham Stage (Stage 4 of The Northern Road Upgrade). CPB Contractors are constructing the Eaton Road, Luddenham to Glenmore Parkway, Glenmore Park Stage (Stage 5 and 6 of The Northern Road upgrade) of the project.

## **1.2 Environmental Representative**

The Northern Road Upgrade Project – Mersey Road, Bringelly to Glenmore Parkway, Glenmore Park (the Project) has engaged an independent Environmental Representative (ER) in accordance with Condition of Approval (CoA) A20 of the Infrastructure Approval – SSI 7127.

Cameron Weller was nominated as the Principal Environmental Representative for the Project and approved by the delegate to the Secretary on the 26 June 2018 in accordance with CoA A21.

Toby Hobbs was nominated as the Alternate Environmental Representative for the Project and approved by the delegate to the Secretary on the 11 March 2019.

## **1.3 Scope of monthly report**

As required by CoA A24(j), the Environmental Representative is to prepare and submit a monthly report, providing information on the project, the Environmental Representatives activities throughout each month of the project, and a summary of any community complaints, compliance issues and results of site inspections, and any other relevant information. The report also needs to fulfil the requirements outlined in the *Environmental Representative Protocol* (DPIE, 2017).

One monthly ER report will be prepared for all three stages of the Project, unless otherwise advised. Discussion throughout the report will be split by the contractors responsibilities (i.e. Stage 4 being constructed by GEJV and Stage 5 and 6 being constructed by CPB), as CPB Contractors are building both Stages 5 and 6 as one project with one project team.

Stage 4 has been opened to traffic and the GEJV commenced demobilisation from the site during October. Practical completion of the that stage of the Project is expected to be achieved in early November 2020. Maintenance will be ongoing on that stage of the project until full operation commences at the completion of the remaining stages of the Project. As no construction work is currently underway, the focus of this report will be on Stages 5 and 6 for the remainder of the Project.

## **2. Summary of construction activities and project update**

### **2.1 General**

#### **2.1.1 Covid-19**

Covid-19 was identified in March 2020 as being a major public health risk by the NSW State Government and the Federal Government, which subsequently impacted the way the Project was being constructed for much of the year. The easing of restrictions in June and July meant the Project was able to get back to some sort of normality in the construction process and the ER site inspections have essentially been able to be carried out in the normal way since then.

State and Federal Government advice will continue to be adhered to, and therefore the site inspection regime will be dependent on this advice, as well as any Project/Contractor specific restrictions that are implemented on either site.

The DPIE will be informed of any changes that are made to the ER inspection schedule.

### **2.2 Construction activities**

#### *Mersey Road, Bringelly to Eaton Road, Luddenham (Stage 4)*

Minor defect rectification work and finishing works were underway during October across the site.

Landscaping is largely complete across the majority of the site. Weed management and final minor landscaping treatments were the focus during October.

Practical completion of the Stage 4 work is currently targeted for mid-November.

#### *Eaton Road, Luddenham to Glenmore Parkway, Glenmore Park (Stages 5 and 6)*

Traffic was switched onto the southbound carriageway from south of the Defence Establishment Orchard Hills entrance through to Elizabeth Drive. The new Elizabeth Drive intersection has also been opened to traffic and appears to be operating well. Landscaping though this recently opened area was largely complete prior to opening and appears to be growing well. Areas of landscaping and landscaping maintenance will continue throughout the remainder of construction.

Earthworks are continuing throughout Stages 5 of the Project, with the focus on the final earthworks layers on the southbound of TNR 5 from the Defence Establishment Orchard Hills entrance gate through to the northern extent of the Project to facilitate the continuation of lean mix paving through this section. Earthworks have also commenced on the northbound carriage in some sections where the traffic has been switched to the new carriageway already.

Work to the drainage line at the northern end of Stage 5 of the Project around the P12 gate continued in September. The drainage line accepts clean water from the Defence Estate Orchard Hills (DEOH) and discharges this water through an existing culvert to the southern side of the existing The Northern Road and into and private property farm dam. CPB continue focussing efforts in this area as it is a critical part of the drainage and clean water management of the northern portion of the Project.

Majority of asphalt paving has been completed in TNR6 from Elizabeth Drive through to the southern extent of the stage. Verge and median construction is continuing, along with landscaping and other finishing works in preparation for this section of TNR 6 to open prior to Christmas.

### **3. Status of Environmental Document Review**

#### **3.1 Environmental Representative Endorsements and Minor Change Approvals**

No major revisions of the CEMP or Sub-plans were reviewed or endorsed by the ER during October, prior to being submitted to the DPIE for approval.

No minor changes to management plans were approved by the ER during October 2020.

#### **3.2 Other document reviews**

No other documents were reviewed by the ER during October 2020.



## **4. Environmental Representative Approvals**

### **4.1 Minor Ancillary Sites**

No minor ancillary sites were approved by the ER in October 2020.

CPB have submitted a number of applications for minor ancillary sites for the ER's consideration, in late October. It is expected the ER will have these applications reviewed in early November 2020.

### **4.2 Out of Hours Works**

No out-of-hours works (OOHW) activities were approved by the ER during October 2020.

Out-of-hours works that are permitted by the EPL may have occurred, however, there is no requirement in the ER is involved in providing approval for these works that are already permitted as part of the EPL.

## 5. Monthly evaluation

### 5.1 Site inspections

As described in Section 2.1, ER site inspections have been affected by the Covid-19 restrictions, however, as the NSW Government have eased the restrictions, ER inspections have continued in a similar manner to the way they were carried out prior to the Covid-19 restrictions. State and Federal Government advice will continue to be adhered to, and therefore the site inspection regime will be dependent on this advice and be subject to change.

Formal site inspections of TNR4 have ceased, as this stage of the Project is open to traffic and essentially completed. Ongoing minor defect rectification and landscaping maintenance is expected to continue for a number of months, however, the environmental risk associated with that stage of the Project is negligible.

Two site inspections were carried out on TNR5&6 during October 2020 on the following days:

- 13 October 2020
- 20 October 2020

Site inspection reports are included in Appendix A of this report.

### 5.2 Community complaints and response

Nine community complaints were recorded in October 2020.

Two complaints related to vibration. In both instances, vibration monitoring was undertaken and levels were reported to be below permissible levels outlined in the Noise and Vibration Management Plan.

One complaint related to noise that was assumed to be coming from a jack-hammer. The project responded to state that no jack-hammering was occurring in the vicinity of the receiver at the time of the complaint and that they were unsure what could have caused a similar noise.

One complaint related to dust or air quality concerns.

One complaint related to a stockpile spilling over a fence and the property owner requested it be removed. Material is proposed to be removed once the ground sufficiently dries to avoid further impacting the property as a result of churning up wet ground.

Four complaints related to temporary property access points. Three of these complaints related to the surface of the temporary driveway causing cars to either be damaged or bogged after heavy rain. One of these complaints was concerned with the clarity of the temporary access delineation at night.

All complaints have been handled by the Transport for NSW Project team in conjunction with the contractors and were closed out within a reasonable timeframe. No complaints have been escalated to the ER during October 2020.

### **5.3 Incidents, Non-conformances, corrective or preventative actions**

Three incidents were reported to the ER during October 2020.

One incident (reportable event) related to the discovery of illegal fly tipping of material inside one of the Project gates. Material was taken to an appropriately licenced waste facility at the direction of TfNSW.

One incident (reportable event) related to the significant rainfall event over the weekend of the 24, 25 and 26<sup>th</sup> of October. TNR5 and 6 recorded about 80mm of rain over the three days.

One incident (reportable event) related to a delivery truck driver attempting to deliver pipes to the site when the site was closed after rainfall. The truck was able to track mud onto The Northern Road before the driver was stopped by the site supervisor. The mud was cleaned up immediately and the driver reprimanded.

None of the incidents reported to the ER in October triggered the definition of a “incident” in the Conditions of Approval and therefore none of these incidents were required to be reported to the Department in accordance with Condition of Approval A39.

### **5.4 Meetings**

#### **5.4.1 Environmental Review Group Meetings**

No ERG meeting was held during October 2020.

The next ERG meeting was expected to be held in March 2020, however, due to Covid-19 the decision was made to postpone until restrictions of gatherings is relaxed. The next ERG will be postponed indefinitely until the Covid-19 restrictions are relaxed.

#### **5.4.2 Other meetings**

Regular informal weekly meetings are currently being held between the ER and Transport for NSW to discuss document review comments, project documentation status and general project status.

### **5.5 Alternate Environmental Representative Activities**

The Alternate ER was not required to carry out any activities during October.

### **5.6 Other Environmental Representative Tasks**

No other environmental representative tasks were required to be carried out during October.

## 6. Closing comments

Stage 4 of the Project (Mersey Road to Eaton Road) is continuing to close out their minor outstanding tasks before practical completion, which is now expected in November. Environmental risk is now considered to be negligible and for this reason, regular formal site inspections have ceased. The ER will continue to monitor the performance of the Project over the next 12 months until operation commences.

Stage 5&6 of the Project is progressing well and continues to hold up relatively well to regular rain events that occurred throughout October. Significant progress had been observed by the ER and the Transport for NSW Soil Conservation expert, to the general approach to erosion and sediment controls and planning for these controls. Responsiveness to the ER has increased over the last four to six weeks and the general performance of the contractor is overall of a higher standard. It has been positive to observe sections of Stage 5 be opened to traffic over the last six weeks, with the vast majority of work – particularly landscaping – complete prior to opening. It is also positive to see that the landscaping appears to have taken and trees, shrubs and groundcover species generally appear to be growing.

## **Appendix A. Site Inspection Reports**

## ER ENVIRONMENTAL SITE INSPECTION REPORT

<b>PROJECT:</b> TNR 5&6		<b>Construction Activities:</b> <ul style="list-style-type: none"><li>• Cut/fill earthworks in various areas across the site</li><li>• Paving north of the Elizabeth Drive intersection and north of Adams Road.</li><li>• Transverse drainage installation including wingwalls and aprons</li><li>• Pavement drainage</li><li>• Topsoiling</li><li>• Landscaping ongoing in TNR6</li><li>• Import of material for formation</li></ul>	<b>Weather Conditions:</b> sunny approx. 25deg	<b>Project Risk Status:</b>
<b>Date:</b> 14/10/20	<b>Time (start/finish):</b> 8:30am		Rainfall previous 24hrs: Nil	
<b>Inspection No:</b> 69			Rainfall forecast next 24hrs: Nil	✓ Green
<b>Attendees:</b> Cameron Weller (ER), Anthony Ryan (CPB), Carl Vincent (ErSed), John Wright (T.R.E.E.S), Vince Chaplin (CPB), Dave King (CPB)			Immediate or High Priority action required (if so, provide details)?	Amber
		Red		

## General Comments

- Site inspection focused on the higher risk areas of the site, which included the area around area around gate P12 and south through whole section; and area around Bradley Street.
- Considerable progress has been made across the site due to the recent dry weather. Adams Road has been reopened since the last inspection, and the next traffic switch (compound to DEOH entrance) is also planned for the upcoming weekend.
- Housekeeping in some areas needs some attention.
- The recent dry weather has allowed some work to continue that has been difficult in areas that hold water or are under risk of getting wet during rainfall events, however, this work needs to be approached with caution to not get too far ahead so that it may make it difficult to protect when wet weather is approaching.
- It was noted in the close out meeting that the project risk status was identified to be 'green' due to the low risk of rainfall this week, however, many of the items need to be closed out by the end of the week to ensure that the project risk remains 'green'.



**Next Inspection:** 20 October 2020

## ER ENVIRONMENTAL SITE INSPECTION REPORT





## Items from previous audit(s) and inspection.

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY/ RISK (I, H, M, L)	ACTION	Agreed Close out date	Response
1	Nil	Nil	Nil	Nil	Nil	

## New items




1	General – Bradley Street as an example	<p>Housekeeping across the site need some attention. Bradley Street site is a good example of where housekeeping needs some attention.</p> 	L	Housekeeping across the site needs some attention to just generally clean up the site of construction waste and rubbish.	Ongoing	<p>Rubbish removed – refer photo below.</p> 
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## ER ENVIRONMENTAL SITE INSPECTION REPORT



2	Bradley Street	<p>The north side of the Bradley Street site does not currently have good 'clean water' separation.</p>  	M	<p>Install earth bund (or amend the existing earth bund) to ensure the clean water coming from the north of the site is separated and being directed to the existing TNR roadside vegetated swale.</p> <p>Water may need to be piped under the driveway.</p> <p>Water to be directed to a stabilised batter chute to get into the vegetated swale.</p>	16/10/20	<p>A continuous earth bund has been installed. Refer photo for 1 above and from photo below:</p>  <p>Sandbags have also been placed across tenants driveway to help direct concentrated clean water flows over into grassed area</p>  <p>Stockpiled material has been compacted and sprayed with soil binder. The lower section has had a good dose of soil binder applied to it. Refer photo below:</p>
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## ER ENVIRONMENTAL SITE INSPECTION REPORT

		 				 <p>Sand bag checks have also been installed against jersey kerbs to slow concentrated flows along asphalted edge and assist with sediment retention from top of site, down to bottom.</p>
3	P12 – northern fill area	Northern fill area is currently boxed out so that if it were to rain water would pond on the fill.	M	Recommend to cut a drain in the verge material to drain the fill area in the event of a rain event. Also, strengthen controls in drain by adding sand bags to strengthen and raise the bund.	16/10/20	This action has been communicated for completion over dayshift this weekend.



## ER ENVIRONMENTAL SITE INSPECTION REPORT

		 				
4	South of P12 gate	<p>Works in progress - New table drain has been cut to lead into the inlet of the main culvert. Drain needs to be lined and complete, or an earth bund installed to hold water back as a matter of priority.</p>	M	Complete drain lining or install bund to hold water back by the end of the week.	16/10/20	<p>Not complete by 16/10 but has been communicated and could be actioned over the weekend.</p> <p>Sandbags available on site to create quick bund if needed.</p>

## ER ENVIRONMENTAL SITE INSPECTION REPORT



						
5	South of P12 Gate	<p>Outlet of main culvert – fill has been built up around this area, however, the sediment controls have not kept up.</p> 	M	<p>Recommend pulling batters around the culvert outlet and covering with geofabric on the north and south sides of the culvert.</p>	16/10/20	<p>Geofabric refreshed in this area. Refer photo below:</p> 

## ER ENVIRONMENTAL SITE INSPECTION REPORT


						
6	P12 – main retention dam	<p>Works in progress - Drain from the outlet of the retention dam is currently being constructed.</p> 	M	Continue to make this drain construction a priority to get finished prior to rainfall. Where it cannot be finished prior to rainfall, install temporary controls to minimise the amount of potential dirty water being discharged into the vegetated drain downstream.	16/10/20	Noted. Progress has been made this week to dig the fish passage. Further work to install temporary controls has been communicated with the site Foreman.




## ER ENVIRONMENTAL SITE INSPECTION REPORT

						
7	Median inlet of triple cell pipe culvert	<p>Works in progress – currently filling median at inlet of pipes to create a stable base. Once complete, the clean water path needs to be reinstated prior to the weekend.</p> 	M	Reinstate clean water path from the existing culvert through the new triple cell pipe culvert.	16/10/20	The construction team has shaped the inlet and will be finalising to design soon. Water from Bradley street has the ability to be slowed in this area prior to entering the triple cell culvert.
8	N3 Box Culvert	<p>General observation - Southbound side of culvert is currently being constructed. Formwork for base slab currently being installed and being prepared for concrete pour in near future. It is noted that the clean water from this culvert is being accepted in this</p>	N/A	N/A	N/A	Concrete slab has been poured. An outlet to join the water from the culvert to the existing clean water diversion will occur in due course.

## ER ENVIRONMENTAL SITE INSPECTION REPORT

		<p>excavation, and it is recommended that the construction of the slab continue to be a priority to get constructed prior to the next significant rainfall to minimise the impact on the culvert construction program, which will allow the outlet to be completed soon after and the clean water be able to pass all the way through the transverse drainage system.</p> 				
9	N3 Box culvert – inlet	<p>The inlet side of the culvert largely complete, however there are a few critical items that need to be completed to protect the area to minimise the potential of erosion and subsequently re-work.</p>	M	<p>As a minimum jute mesh should be installed between the sediment fence and rock.</p> <p>Recommend that a bund or similar is installed from the power pole to where the photo is taken to slow water down and direct the water to enter this drain at a single point which can be strengthened. This single point should also have a low batter height to minimise the velocity the water will flow down the batter.</p>	16/10/20	<p>At this point a temporary fix using soil binder will ensure the surface is stabilised. Hydro mulching is currently occurring on the South bound in preparation for the main traffic switch and will then move over to the N3 side in due course.</p> <p>RFI has been put into the system for enhancing water quality flows into N3 Box culvert on the inlet side.</p>

## ER ENVIRONMENTAL SITE INSPECTION REPORT

			<p>Hydro-mulch all of the areas that have not been hyrdo-mulched yet (ie above the culvert headwall and drain to the north of the inlet.</p> <p>Inlet apron should be cleaned off while dry to minimise the risk of this sediment remobilising in a rain event.</p> <p>Further discussion should be had with RMS about the areas that have been specified to be “naturally regenerated”. Natural regeneration will not occur in this corridor, but rather weeds will grow and take over these areas instead.</p>	an update.	
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<b>Issued by: Cameron Weller</b>  <b>Ph No: 0428271496</b>	<b>Issued to: Vince Chaplin</b>  <b>Date: 14/10/20</b>	<b>Copy to: Adam Moore, Jim Steen, Gary Treloar, Martin Younan, Daniel Farrugia, Nick Fryday, John Wright, Mehendran Kandiah, Dave King.</b>	<b>Actions Checked:</b>
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## ER ENVIRONMENTAL SITE INSPECTION REPORT

**Key**

<u>Recommended Priority for Completion of Actions</u>	
Immediate	To be addressed immediately and closed out on the day of inspection
High	Within 24hrs*
Medium	Within 3 Working Days*
Low	Within 5 Working Days*

\*To be completed sooner if adverse weather conditions predicted

<u>Status</u>	
Red	<ul style="list-style-type: none"> <li>actions required to address urgent risk issues.</li> <li>satisfactory actions not taken for high risk issues identified on the previous inspection.</li> <li>a Category 1 incident has been identified during the inspection.</li> </ul>
Amber	<ul style="list-style-type: none"> <li>actions required to address high and/or medium risk issues.</li> <li>satisfactory actions not taken for previous medium or low risk issues on the previous inspection.</li> </ul>
Green	<ul style="list-style-type: none"> <li>actions required to address low risk issues that will not directly cause environmental harm.</li> <li>site demonstrates good environmental management with no action required to avoid environmental harm.</li> </ul>



## ER ENVIRONMENTAL SITE INSPECTION REPORT

<b>PROJECT:</b> TNR 5&6		<b>Construction Activities:</b> <ul style="list-style-type: none"><li>• Cut/fill earthworks in various areas across the site</li><li>• Transverse drainage installation including wingwalls and aprons</li><li>• Pavement drainage</li><li>• Topsoiling</li><li>• Landscaping ongoing in TNR6</li><li>• Import of material for formation</li></ul>	<b>Weather Conditions:</b> sunny approx. 22deg	<b>Project Risk Status:</b>
<b>Date:</b> 20/10/20	<b>Time (start/finish):</b> 8:30am		<b>Rainfall previous 24hrs:</b> Nil	
<b>Inspection No:</b> 70			<b>Rainfall forecast next 24hrs:</b> Nil	✓ Green
<b>Attendees:</b> Cameron Weller (ER), Anthony Ryan (CPB), Carl Vincent (ErSed), Kim Holliday (TfNSW); Vince Chaplin (CPB), Dave King (CPB)			<b>Immediate or High Priority action required (if so, provide details)?</b>	Amber
		Red		



## General Comments

- Site inspection focused on the higher risk areas of the site, which included the area around area around gate P12 and south through whole section; and area around Bradley Street and the area that has been recently made available as a result of the traffic switch to the south of the main compound.
- Considerable progress has been made across the site due to the recent dry weather. Rain is forecast this weekend though, and it was reiterated to the project team that they must ensure the site is set up for rain as well as pushing production before rainfall.
- The recent dry weather has allowed some work to continue that has been difficult in areas that hold water or are under risk of getting wet during rainfall events, however, this work needs to be approached with caution to not get too far ahead so that it may make it difficult to protect when wet weather is approaching.
- It was noted in the close out meeting that the project risk status was identified to be 'green' due to the low risk of rainfall this week, however, many of the items need to be closed out by the end of the week to ensure that the project risk remains 'green'.

Next Inspection: 4 November 2020

## ER ENVIRONMENTAL SITE INSPECTION REPORT



## Items from previous audit(s) and inspection.

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY/ RISK (I, H, M, L)	ACTION	Agreed Close out date	Response
1	South of P12 gate	<p>Works in progress - New table drain has been cut to lead into the inlet of the main culvert. Drain needs to be lined and complete, or an earth bund installed to hold water back as a matter of priority.</p> 	M	Complete drain lining or install bund to hold water back by the end of the week.	23/10/20 or prior to rainfall.	<p>Geotextile has been laid down to reduce erosion and sedimentation into the creek.</p> 

## ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY/ RISK (I, H, M, L)	ACTION	Agreed Close out date	Response
						
	P12 – main retention dam	<p>Works in progress - Drain from the outlet of the retention dam is currently being constructed.</p> 	M	Continue to make this drain construction a priority to get finished prior to rainfall. Where it cannot be finished prior to rainfall, install temporary controls to minimise the amount of potential dirty water being discharged into the vegetated drain downstream.	23/10/20 or prior to rainfall.	<p>Geotextile has been laid in the fish passage along the entire length of channel as a temporary control to maintain rainwater as clean as possible all the way to the pipe inlet. Topsoil for the channel has been positioned behind sediment fence.</p> 

## ER ENVIRONMENTAL SITE INSPECTION REPORT




No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY/ RISK (I, H, M, L)	ACTION	Agreed Close out date	Response
						

## New items





1	Culvert north of Gate N2	Inlet area of culvert needs some work prior to the forecast rainfall.	M	Tidy controls at the inlet of the culvert and ensure water is passed through controls before entering the lined inlet area.	23/10/20 or prior to rainfall.	Geofabric around inlet has been tidied up before entering lined inlet
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2	Basin near small compound north of Gate N2	Water in this area is not currently maximised to the basin.	M	Install an earth bund between batter and stockpile area to direct as much water to the basin as possible.	23/10/20 or prior to rainfall.	<p>Toe-of-batter berms added to push water across at grade with spillways upgraded into and out of Basin 17, as shown below:</p> 

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3	Basin near GRS Towing	Basin appears to be nearly at capacity 	M	Empty basin prior to forecast rainfall	23/10/20 or prior to rainfall.	Basin flocced 21/10 and emptied 22/10. 
4	Kings Hill Road	Clean and dirty water separation needs some additional controls	M	Install some additional sediment fence or an earth bund along the edge of the site to better separate clean and dirty water.	23/10/20 or prior to rainfall.	An earth bund has been installed along the fence line to divert rainwater from the

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						paddock into the clean water channel. 
5	Kings Hill Road	<p>Additional work required to not allow dirty water to go directly into the clean water area of the culvert outlet.</p> 	M	<p>Install bund across the top of the culvert outlet to hold water on the formation. And install additional geofabric to protect the exposed material on the clean water side of the bund.</p>	23/10/20 or prior to rainfall.	<p>Bund has been installed at end of shift 22/10.</p> <p>Due to the volume of material brought in since the inspection date, water now travels past this point to a location further west of here.</p> <p>Short of a 150mm of rain event, there is very little chance forecast rainfall would bank up from the new low point to the west and overtop at this culvert location.</p>





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6	Kings Hill Road	<p>Dirty water from the formation is currently not directed into the correct locations.</p> 		<p>Direct water from the formation to the pad foot in the photo. Then ensure the water passes through controls prior to making its way in the clean water area.</p>	<p>23/10/20 or prior to rainfall.</p>	 <p>Excavator at Kings Hill will construct a bund to send water down towards silt fence and ensure it is in place prior to forecast rainfall.</p>
7	Kings Hill Road.	<p>Gaps in the controls observed (ie mulch bund does not meet the geofabric) and gaps should be filled to ensure clean and dirty water is separated.</p> 	M	<p>Install additional mulch, an earth bund or sandbags to help separate the clean and dirty water areas.</p>	<p>23/10/20 or prior to rainfall.</p>	<p>Mulch has been used to construct bunds both sides of the clean water passage to keep clean water from the paddock separate from the site.</p> 
8	Bradley Street	<p>Work is progressing to in area where old farm dam was filled in. Once drainage channel has</p>	M	<p>Once drainage channel has been shaped final controls/treatment should be</p>	<p>23/10/20 or prior</p>	<p>Work has progressed this week to shape the channel. Jute mesh has been laid down</p>



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		<p>been shaped final controls/treatment should be installed as soon as possible. Where final treatments can't be installed prior to the rain, temporary erosion controls should be installed.</p> 	<p>installed as soon as possible. Where final treatments can't be installed prior to the rain, temporary erosion controls should be installed prior to the forecast rain. Erosion controls could include earth bunds, sandbags or similar to slow water flow through the site. End of line controls should also be reviewed and strengthened if required,</p>	<p>to rainfall.</p>	<p>to reduce water flow. A robust mulch bund is in place to assist with filtration of site water prior to it entering P12.</p> 
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<p><b>Issued by:</b> Cameron Weller</p> <p><b>Ph No:</b> 0428271496</p>	<p><b>Issued to:</b> Vince Chaplin</p> <p><b>Date:</b> 14/10/20</p>	<p><b>Copy to:</b> Adam Moore, Jim Steen, Gary Treloar, Martin Younan, Daniel Farrugia, Nick Fryday, John Wright, Mehendran Kandiah, Dave King.</p>	<p><b>Actions Checked:</b></p>
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**Key**

<u>Recommended Priority for Completion of Actions</u>	
Immediate	To be addressed immediately and closed out on the day of inspection
High	Within 24hrs*
Medium	Within 3 Working Days*
Low	Within 5 Working Days*

\*To be completed sooner if adverse weather conditions predicted

<u>Status</u>	
Red	<ul style="list-style-type: none"> <li>actions required to address urgent risk issues.</li> <li>satisfactory actions not taken for high risk issues identified on the previous inspection.</li> <li>a Category 1 incident has been identified during the inspection.</li> </ul>
Amber	<ul style="list-style-type: none"> <li>actions required to address high and/or medium risk issues.</li> <li>satisfactory actions not taken for previous medium or low risk issues on the previous inspection.</li> </ul>
Green	<ul style="list-style-type: none"> <li>actions required to address low risk issues that will not directly cause environmental harm.</li> <li>site demonstrates good environmental management with no action required to avoid environmental harm.</li> </ul>