

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

## **Environmental Representative Monthly Report**

**November 2020**

**Doc no. 18008-RP-MR-029-TNR 4,5,6 Monthly Report\_November 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 was 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 ongoing during November across the site.

Landscaping is largely complete across the majority of the site. Weed management and landscaping maintenance were ongoing during November.

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

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. Paving is expected to be completed in this section prior to the Christmas shutdown and if possible (weather permitting) will be opened to traffic prior to Christmas.

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 and the landscaping in the wide road corridor at the northern end of Stage 5 of the Project around the P12 gate continued in November. 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. It is hoped that the landscaping will be finished in this area prior to the Christmas shutdown, however, depending on the weather some elements may be held over to January. Where hot temperatures are forecast

over the Christmas shutdown, the planting tube stock or pots and spreading seed may be delayed till after Christmas to ensure there is personnel available to water them.

Earthworks on the northbound carriageway from Elizabeth Drive to Littlefields Road is progressing well. Sub-grade levels have been achieved in about 60% of this section and will be close to being 100% of the section at sub-grade level prior to the Christmas shutdown.

The section of the project from Elizabeth Drive to Eaton Road is planned to be open to traffic in the week of the 11 December 2020. Finishing works will continue through the first couple of weeks of December to get it ready for opening.

### **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 November, prior to being submitted to the DPIE for approval.

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

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

No other documents were formally required to be reviewed by the ER during November 2020.



## 4. Environmental Representative Approvals

### 4.1 Minor Ancillary Sites

A number of minor ancillary sites were approved by the ER in November 2020. A number of minor ancillary sites were established across the TNR5 stage of the Project due to the disjointed nature of the work areas (i.e. construction required on either side of the existing Northern Road carriageway. Further, several of these minor ancillary sites were installed to spread the workforce out during Covid-19.

Minor ancillary sites area summarised below:

- TNR5
  - Gate P12 lunchroom and amenities – located in the construction footprint adjacent to C21 Compound that was identified in the EIS
  - Gate P12 lunchroom is proposed to be moved to the northbound side of the existing Northern Road to a site that was previously occupied by Sydney Water after the traffic switch has been completed
  - Ch 6070 - Laydown of materials and storage container
  - Ch 4580 - Laydown of materials and storage container. Sydney Water are also proposing to use this area as a minor ancillary site.
  - Ch 3440 - Lunchroom and amenities
  - Ch 1000 - Laydown of materials and storage containers
- TNR6
  - Ch 9150 – lunchroom and amenities
  - Ch 8550 - Laydown of materials and storage container. Plant storage for landscaping contractor.

### 4.2 Out of Hours Works

No out-of-hours works (OOHW) activities were approved by the ER during November 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**

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 November 2020 on the following days:

- 3 November 2020
- 17 November 2020

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

### **5.2 Community complaints and response**

Five community complaints were recorded in November 2020.

One complaint related to dust being generated from the northern section of the Project.

One complaint related to the restriction of access (subject to the potential non-compliance discussed below in Section 5.3).

One complaint related to dirty water entering a farm dam after a significant rainfall event.

One complaint related to a general displeasure with the Project and dust.

One complaint related to a minor ancillary being in the general vicinity of their property. The minor ancillary was located within the construction site adjacent to a major ancillary site that was approved in the EIS. The ancillary site is going to be moved to a site on the northbound carriageway that was previously occupied by Sydney Water at the start of December.

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 November 2020.

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

One non-conformance was identified by the ER during November 2020.

The non-compliance related to minor ancillary sites being established prior to be approved by the ER in accordance with Condition of Approval A16. The minor ancillary sites that were established prior to ER approval has all since been reviewed and approved by the ER as meeting Condition of Approval A16.

One potential non-compliance related to the blocking of unimpeded access to a private property in accordance with Condition of Approval E41. The potential non-compliance was reported to the DPIE by the Project Director on 26 November 2020 and was still being investigated at the end of November 2020.

None of the incidents reported to the ER in November 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 November 2020.

The next ERG meeting was expected to be held in early 2021. Due to Covid-19 the decision was made to postpone until restrictions of gatherings is relaxed. The invitation will be sent to all relevant stakeholders with the option of attending or attending via a tele-conference facility.

### **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 November 2020.

## **5.6 Other Environmental Representative Tasks**

No other environmental representative tasks were required to be carried out during November 2020.

## 6. Closing comments

Stage 4 of the Project (Mersey Road to Eaton Road) achieved practical completion in November. Ongoing maintenance and defect rectification will occur until the completion of Stages 5 and 6 and the operation of the whole Project commences. 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 November. 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 few months 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 continue to 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>• 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> 03/11/20	<b>Time (start/finish):</b> 8:30am		<b>Rainfall previous 24hrs:</b> Nil in previous 24 hours. 88mm fell over the previous weekend.	
<b>Inspection No:</b> 71			<b>Rainfall forecast next 24hrs:</b> 5-10mm	✓ Green
<b>Attendees:</b> Cameron Weller (ER), Anthony Ryan (CPB), John Wright (T.R.E.E.S), Jim Steen, (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 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. TNR6 was also inspected to see the status of the work in that area.
- Significant rainfall event occurred over the previous week and weekend with about 88mm of rain recorded at the main compound near Littlefields Road.
- Considerable progress has been made across the site due to the recent dry weather, which meant that the site had progressed significantly and was in a good position prior to the previous rainfall event.

**Next Inspection:** 17 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	P12 – main retention dam and open drainage lines either side of this dam	<p>Works in progress - Drain from the outlet of the retention dam is currently being constructed.</p> 	M	<p>Continue to make this drain construction a priority to get finished as quickly as possible. Where it cannot be finished prior to rainfall, install/re-install temporary controls to minimise the amount of potential dirty water being discharged into the vegetated drain downstream. Topsoil has started to be delivered, which is good to see. (Note that this is a large construction element and is expected to take a number of weeks to complete.)</p>	Please provide update by 13/11/20	Significant paving adjacent to this area. Spreading of topsoil has commenced. Ongoing focus to finish this area.



## ER ENVIRONMENTAL SITE INSPECTION REPORT

## New items

1	Dam 3 area	<p>Laydown area is planned to be removed by the end of the week and area is going to commence being rehabilitated and landscaped.</p> 	L	<p>Continue with current plan of remediating this area and completing the landscaping as quickly as possible.</p> <p>Install a lined temporary drain/bund to direct the water from the basin spillway to the rock lined drain.</p>	11/11/20	<p>Foreman has been advised of the need to connect Basin 13 spillway to the northern end of the rock-lined drain but has pointed out that there is still landscaping work to be done where materials and plant were being removed from the laydown area and he can't put a connecting trench in place until the landscaping work is complete.</p> <p>In the interim, he is ensuring Basin 13 is flocced and emptied, to provide capacity for dirty water flow off Telstra Hill which lessens the need for the lined temp drain.</p>
2	Outlet of culvert in Dam 3 area	<p>General observation – ground cover grass appears to be growing well and landscaping has commenced.</p>	L	<p>Continue to complete the landscaping and finishing works prior to opening. Focus on areas that will be difficult to get</p>	Please provide progress	Refer remarks above



## ER ENVIRONMENTAL SITE INSPECTION REPORT

				into after opening and areas that are adjacent to the drainage line.	update by the 13/11/20	
3	Area to the south of Adams Road.	<p>Positive observation – grass is growing well on the old stockpile area. Landscaping along the road formation batter also looks great, plants seem to be growing, and there was no major damage done during the recent large rainfall event. Some mulch has been displaced from the invert of the median channel, which may need to be reinstated once it has dried out.</p> 	N/A	N/A	N/A	N/A

						
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## ER ENVIRONMENTAL SITE INSPECTION REPORT

						
4	Cosgroves Creek – upstream side of culvert	<p>Water from spillway of farm dam looks as though it will continue flowing down the channel on the left of the photo, which may be an ongoing maintenance issue.</p> 	L	Recommend rock is extend up that channel to protect against trickle flows from the farm dam. May need to wait until area has dried out.	13/11/20	<p>CPB has built to the correct design and has asked TfNSW to issue a direction to increase the area of rock lining here.</p> <p>Awaiting TfNSW response.</p>
5	Gate N2 area	Positive observation - Bund directing water into basin that was recommended in the last inspection was installed well and was maximising water to the basin which ensuring water wasn't ponding on the formation.	N/A	N/A	N/A	N/A

## ER ENVIRONMENTAL SITE INSPECTION REPORT

						
6	Kings Hill Road	<p>Work in progress – works progressed since previous inspection, and controls – particularly above the outlet – will need to be replaced prior to the next forecast rainfall.</p>	M	<p>Reinstate bund across the top of the culvert prior to rainfall.</p> <p>Recommend some additional erosion controls such as earth bunds or similar be placed in the large exposed areas to slow water and take pressure off the sediment controls at the outlet of the culvert.</p>	<p>Prior to next forecast rainfall (5/11/20)</p>	<p>Bund has been reinstated prior to rain and water is being directed behind enhanced local erosion controls.</p>



## ER ENVIRONMENTAL SITE INSPECTION REPORT

		 				
7	Bradley Street	<p>Drain and sandbags worked well in the rainfall to slow water. Jute mesh or geofabric was not installed on the steeper section though, which resulted in erosion.</p>	M	<p>Recommend geofabric or similar be installed on the steeper section of the drain to minimise further erosion.</p> <p>Could also try and reinstate the pipe and headwall and try and make the drain area a “clean water” drain to further reduce the pressure on the sediment control (mulch bund) at the inlet of the old pipe culvert.</p>	<p>Prior to next forecast rainfall (5/11/20)</p>	<p>Geotextile batter chute has been established prior to rainfall.</p>

## ER ENVIRONMENTAL SITE INSPECTION REPORT

						
8	Bradley Street culvert	Clean water path through culvert was set up well.	N/A	N/A	N/A	N/A

## ER ENVIRONMENTAL SITE INSPECTION REPORT

						
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<b>Issued by:</b> Cameron Weller  <b>Ph No:</b> 0428271496	<b>Issued to:</b> Vince Chaplin  <b>Date:</b> 04/11/20	<b>Copy to:</b> Kimberly Holiday, Jim Steen, Gary Treloar, Martin Younan, Daniel Farrugia, Nick Fryday, John Wright, Mehendran Kandiah, Dave King.	<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

Status

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><li>• Lean mix paving from P12 south</li></ul>	<b>Weather Conditions:</b> sunny with scattered cloud approx. 22deg	<b>Project Risk Status:</b>
			<b>Rainfall previous 24hrs:</b> Nil.	
			<b>Rainfall forecast next 24hrs:</b> Nil. Next forecast rain is on Sunday 22 November.	
<b>Date:</b> 17/11/20	<b>Time (start/finish):</b> 8:30am		<b>Immediate or High Priority action required (if so, provide details)?</b>	✓ <b>Green</b>
<b>Inspection No:</b> 72		<b>Amber</b>		
<b>Attendees:</b> Cameron Weller (ER), Anthony Ryan (CPB), Carl Vincent (ErSed), Jim Steen, (TfNSW); Vince Chaplin (CPB), Dave King (CPB)		<b>Red</b>		

## 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 Kings Hill Road and the area that has been recently made available as a result of the traffic switch to the south of the main compound. TNR6 was also inspected to see the status of the work in that area.
- A storm event occurred on the previous Friday afternoon/evening, which dropped around 30mm in some areas of the site in less than an hour. In general the project appeared to have held up very well with a few minor maintenance requirements observed during the inspection
- Considerable progress has been made across the site due to the recent dry weather, which meant that the site had progressed significantly and was in a good position prior to the previous rainfall event which is forecast to commence on Sunday 22 November.
- The landscaping that has been completed on the site appears to have taken and is growing well. Weeds do not appear to be having a significant impact on the landscaping at present, however, it was discussed that weed growth should be monitored closely during the warmer months and managed where required to minimise the maintenance liability at the end of the project.


## ER ENVIRONMENTAL SITE INSPECTION REPORT

Next Inspection: 1 December 2020

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	Dam 3 area	Laydown area has not yet been removed due to various reasons including wet weather. Rehabilitated and landscaping is expected to commence this week and continue along with the other landscaping works in order to prepare the road to be opened on the 11 December 2020.	L	Continue with current plan of remediating this area and completing the landscaping as quickly as possible.	Please provide update by the 27/11	Work is proceeding with topsoil being placed and hydroseeding booked in for end 1 <sup>st</sup> week of December.


## 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	Dam 3 area	Some sediment fence observed to require some maintenance after the recent rainfall event. Also, some minor rilling on batter observed to the north of the Dam 3 culvert inlet.	L	Undertake maintenance on sediment fence and tidy batter prior to next rainfall event.	20/11/20	Sediment fencing across the TNR6 area is being tidied up.
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## ER ENVIRONMENTAL SITE INSPECTION REPORT

						
2	N2	Positive observation – water was maximised to the basin from previous storm event. Basin water has been flocked and ready for discharge, however, water is being used for dust suppression throughout this week and will be discharged only when required.	N/A	N/A	N/A	N/A

## ER ENVIRONMENTAL SITE INSPECTION REPORT


						
3	Kings Hill Road	<p>Works in progress – new culverts are currently being installed across Kings Hill Road.</p> 	N/A	N/A	N/A	N/A
4	Kings Hill Road	<p>Works in progress – new culverts are currently being installed across Kings Hill Road.</p> <p>Material stockpiled around culvert as part of the culvert installation has been temporarily stockpiled prior to removal.</p>	L	Where material cannot be removed from the site prior to the weekend, it is recommended the material is moved away from the culvert into the unsuitable material stockpile closer to the Northern Road to reduce risk around the culvert.		Concrete apron and headwalls will be complete by first week of December and if rain is expected geofabric will be placed upstream to give water a clean path through this area.

## ER ENVIRONMENTAL SITE INSPECTION REPORT

						
5	Kings Hill Road	<p>Works in progress – As part of the recent electricity cut-over, a bund and part of a sediment fence were removed and have not yet been replaced.</p> 	L	Reinstate bund along the edge of the site to ensure clean water is separated from the site. Clean water should be directed through a clean water path through the new culvert once complete.	20/11/20	Refer comments above. This area has had excess materials removed and surfaces compacted.
6	P12	<p>Positive observation – lean mix paving was underway in this section of the site during the inspection. With the lean mix pavement down, a significant proportion of the area of the site will have 100% cover, and therefore focus can move onto completing the landscaping in the</p>	N/A	N/A	N/A	N/A



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		<p>area prior to the section of road opening to traffic prior to Christmas.</p> <p>It was generally observed that the paving operation was being undertaken in a clean and tidy manner.</p>  				
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## ER ENVIRONMENTAL SITE INSPECTION REPORT

						
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<b>Issued by:</b> Cameron Weller  <b>Ph No:</b> 0428271496	<b>Issued to:</b> Vince Chaplin  <b>Date:</b> 17/11/20	<b>Copy to:</b> Kimberly Holiday, Jim Steen, Gary Treloar, Martin Younan, Daniel Farrugia, Nick Fryday, John Wright, Mehendran Kandiah, Dave King, Anthony Ryan.	<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>