

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

Environmental Representative Monthly Report

December 2020

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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 contractor's 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.

2.1.2 Christmas Shutdown

The Project largely shutdown over the Christmas period between the 18 December 2020 and the 4 January 2021. The shutdown included all civil work. Some minor activities and maintenance activities were proposed to occur during this period. No issues were reported to the ER over the Christmas shutdown period.

2.2 Construction activities

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

Weed management and landscaping maintenance were ongoing during December.

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

The greenfield section of Stage 6 between the Elizabeth Drive intersection and Eaton Road was opened to traffic on the weekend of the 11 December 2020

Additionally, the southbound carriageway between Glenmore Parkway and Bradley Street was opened to traffic on the weekend of the 11 December, and all Northern Road traffic was switched onto the new southbound carriageway to facilitate the demolition of the old Northern Road and construction of the new northbound carriageway.

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 December and will require some work to be carried out under traffic control during January to complete all of the landscaping.

Earthworks on the northbound carriageway from Elizabeth Drive to Littlefields Road is progressing well. Sub-grade levels have been achieved in about 70% of this section. Earthworks will continue in this section in early 2021 and paving will continue soon after earthworks are complete.

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 December, prior to being submitted to the DPIE for approval.

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

3.2 Other document reviews

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

4. Environmental Representative Approvals

4.1 Minor Ancillary Sites

One change to an existing minor ancillary facility was approved in December 2020 by the ER. The change involved the addition of a lunch shed at the minor ancillary site that is adjacent to Gate N4, which was required after the demobilisation of the site compound adjacent to Elizabeth Drive after this section was opened to traffic.

4.2 Out of Hours Works

No out-of-hours works (OOHW) activities were approved by the ER during December 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 several months, however, the environmental risk associated with that stage of the Project is negligible.

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

- 1 December 2020
- 15 December 2020

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

5.2 Community complaints and response

Three community complaints were reported to the ER in December 2020.

All three complaints related to the traffic switch and issues with unfamiliar access to properties. All three complaints were closed out by the Project once the details of the access into properties was discussed in further detail.

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 December 2020.

5.3 Incidents, Non-conformances, corrective or preventative actions

One incident was reported to the ER and to TfNSW during December. The incident related to a truck accident on The Northern Road by a public vehicle (i.e. not related to the Project). A small amount of oil was spilt on the road which was cleaned up by the emergency services. The Project team installed some additional controls around the pits the next day to protect the drainage line from any residual hydrocarbons that may not have been cleaned up fully by the emergency services.

No incidents reported to the ER in December 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 December 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 December 2020.

5.6 Other Environmental Representative Tasks

No other environmental representative tasks were required to be carried out during December 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 December. 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 much higher standard. It has been positive to observe sections of Stage 5 and 6 be opened to traffic just prior to Christmas, 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

PROJECT: TNR 5&6		Construction Activities: <ul style="list-style-type: none">• Cut/fill earthworks in various areas across the site• Transverse drainage installation including wingwalls and aprons• Pavement drainage• Topsoiling• Landscaping ongoing in TNR6• Import of material for formation• Lean mix paving from P12 south	Weather Conditions: sunny approx. 28deg	Project Risk Status:
Date: 1/12/20	Time (start/finish): 8:30am		Rainfall previous 24hrs: Nil.	
Inspection No: 73			Rainfall forecast next 24hrs: Nil. Next forecast rain is on Saturday 5 December – 50% chance of 1-5mm..	✓ Green
Attendees: Cameron Weller (ER), Anthony Ryan (CPB), John Wright (T.R.E.E.S.), Jim Steen, (TfNSW); Vince Chaplin (CPB), Dave King (CPB), Kim Holliday (TfNSW)			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 Kings Hill Road, the 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.
- Considerable progress continues to be been made across the site due to the recent dry weather. The majority of TNR 6 and some areas of TNR5 are currently forecast to be opened prior Christmas and therefore the focus is currently in those areas. Work is progressing well and there is a very low risk that the CPB team will not reach the target.
- The landscaping that has been completed on the site appears to have taken and is growing well, even after the extreme heat over the previous weekend. All of the trees planted between Kings Hill and the main site compound appear to be growing well. Weeds management is ongoing, an no major weed infestations were identified in the site inspection.


Next Inspection: 15 December 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	Dam 3 area	<p>Laydown area has not yet completely been removed due to various reasons including wet weather and general delays. Work has progressed with all stored materials now been removed and a small pile of concrete waste remains. Rehabilitated and landscaping is expected to be completed by the Christmas shutdown.</p> 	L	Continue with current plan of remediating this area and completing the landscaping as quickly as possible.	Please provide update by the 15/12	Area has been cleaned up and waste removed. Final hydroseeding expected on Tue 15 th December 2020.

ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	PRIORITY/ RISK (I, H, M, L)	ACTION	Agreed Close out date	Response
2	Dam 3 area	<p>Some sediment fence observed to still require some maintenance after the recent rainfall events. Also, some minor rilling on batter observed to the north of the Dam 3 culvert inlet.</p> 	L	Undertake maintenance on sediment fence and tidy batter prior to next rainfall event.	20/11/20	Sediment fence has been freshened up in places.

New items

ER ENVIRONMENTAL SITE INSPECTION REPORT

1	Adams Road intersection	<p>Positive observation – the majority of TNR6 and Adams Road intersection are nearing completion. Pavements have been completed. Line marking, TCS, signage and landscaping is currently being completed in preparation for opening prior to Christmas.</p> 				Noted, with thanks.
2	Kings Hill Road	<p>Works in progress – culvert and headwalls have now been completed. Backfill and inlet and outlet dissipaters are currently being completed in preparation for the road formation to be completed</p>	L	As works in progress are completed, ensure that all ERSED controls are reinstated to minimise the need to install controls prior to rainfall or prior to the reopening of the road.	4/12/20	

ER ENVIRONMENTAL SITE INSPECTION REPORT







Checks have been placed in the drains at the toe of the batters

ER ENVIRONMENTAL SITE INSPECTION REPORT

						
3	Kings Hill Road intersection	<p>At the southern side of the intersection, once the formation is complete, it looks as though dirty water may run along the toe of the batter, into the concrete drain and through the culvert. Therefore, it is recommended that a sump, or numerous checks are installed prior to the concrete drain to slow water and drop out heavier sediments.</p> 	L	Recommended that a sump, or numerous checks are installed prior to the concrete drain (which is not yet constructed) to slow water and drop out heavier sediments before water can flow through culvert.	4/12/20	Refer above

ER ENVIRONMENTAL SITE INSPECTION REPORT

4	Bradley Street	<p>Works in progress – work in area is progressing, however, it has meant that the clean water drain through the area has been removed for construction.</p> 	L	<p>Recommend that the clean water drain and pathway through the site is better set up, so that just the haul road needs to be covered prior to rainfall.</p> <p>New soil that has been tipped in the area needs tidying up and consolidated.</p> <p>Sediment fence or bunds should be installed to protect the jute lined clean water drain.</p>	4/12/20	<p>Blue metal has been used to create all-weather crossing and as a final in line check</p> 
5	Bradley Street culvert eastern side	<p>Clean water path is well set up through the new culverts, however, the batters and drains around the inlet need some work to cover and/or stabilise.</p>	L	<p>Ensure that all clean water areas are covered or stabilised prior to rainfall.</p>	4/12/20	<p>Green soil glue will continue to be applied in this area after the weekends major switch.</p>

						
6	East side of southbound north of Bradley Street	<p>Positive observation – areas to the east of the southbound carriageway are progressively being completed, stabilised with hydromulch and landscaped. Currently on target for completion prior to Christmas.</p> 	N/A	N/A	N/A	N/A
7	Retention dam north of DEOH entrance	<p>Retention dam is currently being completed however, there is a risk that it may not be fully complete prior to Christmas. Therefore, it is recommended that an earth bund be installed in the drain and water retained in the drain.</p>	L	Recommended that an earth bund be installed in the drain and water retained in the drain. This can then act as a	4/12/20	A stop-board has been placed in the flow-line to hold back water in the channel, so it can act as a check-dam

ER ENVIRONMENTAL SITE INSPECTION REPORT

		<p>This can then act as a sediment sump and water can also be used as dust suppression if required.</p> 	<p>sediment sump and water can also be used as dust suppression if required.</p>		
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Issued by: Cameron Weller

Issued to: Vince Chaplin

Copy to: Kimberly Holiday, Jim Steen, Gary Treloar, Martin Younan, Daniel Farrugia, Nick Fryday, John

Actions Checked:

Ph No: 0428271496	Date: 1/12/20	Wright, Mehendran Kandiah, Dave King, Anthony Ryan.	
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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">• actions required to address urgent risk issues.• satisfactory actions not taken for high risk issues identified on the previous inspection.• a Category 1 incident has been identified during the inspection.
Amber	<ul style="list-style-type: none">• actions required to address high and/or medium risk issues.• satisfactory actions not taken for previous medium or low risk issues on the previous inspection.
Green	<ul style="list-style-type: none">• actions required to address low risk issues that will not directly cause environmental harm.• site demonstrates good environmental management with no action required to avoid environmental harm.

ER ENVIRONMENTAL SITE INSPECTION REPORT

PROJECT: TNR 5&6		Construction Activities: <ul style="list-style-type: none">No work occurring on site due to rainfall.	Weather Conditions: sunny approx. 28deg	Project Risk Status:
			Rainfall previous 24hrs: 7.4 mm to 9am	
			Rainfall forecast next 24hrs: 5-10mm forecast (8.4mm recorded to 9am on the 16/12)	
			Immediate or High Priority action required (if so, provide details)?	
Date: 15/12/20	Time (start/finish): 8:30am	Green		
Inspection No: 74		✓ Amber		
Attendees: Cameron Weller (ER), Anthony Ryan (CPB), John Wright (T.R.E.E.S.), Jim Steen, (TfNSW); Vince Chaplin (CPB), Dave King (CPB), Simon Lendrum (CPB)			Red	

General Comments

- Site inspection focused on the higher risk areas of the site, which included the cutting north of the main compound, the area around Kings Hill Road, the area around Bradley Street and the area north of the DEOH entrance.
- Considerable progress was made since the previous inspection of the site. The greenfield section of TNR6 was opened to traffic over the previous weekend, which now means that Luddenham has now been completely bypassed. Also, the traffic was switched onto the new southbound carriageway from the northern extent of the Project to about 200m north of the DEOH entrance gate, which includes the temporary Bradley Street intersection being shifted to the southbound side of TNR.
- The push to get these areas complete prior to opening meant that this was the main focus over the previous week or so. Getting these areas completed prior to opening has significant positive impact on reducing the environmental risks associated with unfinished areas. However, as a result some of the other areas have not yet been fully set-up for the week of forecast patchy rain nor the Christmas shutdown period as yet, thus the reason for an amber risk rating. The patchy rain that is forecast this week should allow the site to be fully set up prior to the Christmas shutdown period, which is positive.

Next Inspection: 12 January 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	Nil

New items

1	Cut to the north of main compound	<p>Main carriageway has been boxed out and should be able to hold a substantial amount of run-off if required.</p> <p>Old road surface that runs adjacent to the new southbound may need to be reviewed, however, to ensure that any run-off is being directed into the Project and not onto the new southbound carriageway.</p>	M	<p>Ensure that all water is directed into the boxing as planned.</p> <p>Review the levels of the old pavement area to ensure that any water that falls on this area is directed into the box-out of the new road and passes through sediment controls. Ensure that water cannot leave the site onto the new southbound carriageway.</p>	17/12/20	
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ER ENVIRONMENTAL SITE INSPECTION REPORT

						
2	Kings Hill Road	Works in progress – a number of actions were discussed that need to be done by the end of the week.	M	<p>Direct as much water into the pits from the pavement surface.</p> <p>Install geofabric from outlet of culvert to the start of the concrete drain. And install sandbag checks at the start of the drain and at regular intervals down the drain as required.</p>	17/12/20	



ER ENVIRONMENTAL SITE INSPECTION REPORT

		<p>Spray batters with either hydromulch or soil binder.</p> <p>Spray seal road if possible, prior to the shutdown.</p> <p>Double check sediment fence around the tops of the headwalls and make sure it is effective and does not allow dirty water to flow around the sediment fence but through it.</p> <p>On south-western side of the intersection, extend existing sediment from the current end point to approx. where the photos is taken to assist in erosion control.</p> <p>Line topsoiled drain with jute-mesh and spray batters with hydromulch or tackifier.</p>		
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ER ENVIRONMENTAL SITE INSPECTION REPORT

						
3	Outlet of N3 culvert	<p>Area all drains toward the retention basin area. Culvert has been partially blocked to hold back water in channel as a sediment control.</p> <p>Where possible it would be good to try and complete some of the rock work at the outlet of the culvert or as a minimum attempt to install the geofabric on the batters.</p> <p>Also, area should be reviewed to see where additional erosion controls can be added to</p>	M	<p>Where possible it would be good to try and complete some of the rock work at the outlet of the culvert or as a minimum attempt to install the geofabric on the batters.</p> <p>Also, area should be reviewed to see where additional erosion controls can be added to minimise the amount of</p>	17/12/20	

ER ENVIRONMENTAL SITE INSPECTION REPORT

		<p>minimise the amount of sediment that may end up accumulating in the channel.</p> 		<p>sediment that may end up accumulating in the channel.</p> <p>Tackifier should also be applied in selective areas to assist in erosion control.</p>		
4	Bradley Street	<p>Clean water path needs to be established over/through the temporary road in the southern portion of the Bradley Street site prior to the shutdown to ensure material is not eroded.</p> 	M	Install clean water path over/through the temp access road.	17/12/20	
5	General	<p>Ensure all gates are closed at the end of the week in a way that ensures water from site</p>	M	Ensure all gates are closed at the end of the week in a way that ensures water	18/12/20	

ER ENVIRONMENTAL SITE INSPECTION REPORT

		does not leave through the gate and onto The Northern Road		from site does not leave through the gate and onto The Northern Road		
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Issued by: Cameron Weller Ph No: 0428271496	Issued to: Vince Chaplin Date: 1/12/20	Copy to: Kimberly Holiday, Jim Steen, Gary Treloar, Martin Younan, Daniel Farrugia, Nick Fryday, John Wright, Mehendran Kandiah, Dave King, Anthony Ryan.	Actions Checked:
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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">• actions required to address urgent risk issues.• satisfactory actions not taken for high risk issues identified on the previous inspection.• a Category 1 incident has been identified during the inspection.
Amber	<ul style="list-style-type: none">• actions required to address high and/or medium risk issues.• satisfactory actions not taken for previous medium or low risk issues on the previous inspection.
Green	<ul style="list-style-type: none">• actions required to address low risk issues that will not directly cause environmental harm.• site demonstrates good environmental management with no action required to avoid environmental harm.