

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

## **Environmental Representative Monthly Report**

**January 2021**

**Doc no. 18008-RP-MR-031-TNR 4,5,6 Monthly Report\_January 2021\_0**

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Distribution List	
Adam Moore	Transport for NSW
Jeff Gilham	Transport for NSW
Anthony Eland	Transport for NSW
Kamini Parashar	Transport for NSW

compliance@planning.nsw.gov.au	NSW Department of Planning, Industry and Environment
Rob Sherry	NSW Department of Planning, Industry and Environment
Thomas Minchin	NSW Department of Planning, Industry and Environment
Laura Papoulias	NSW Department of Planning, Industry and Environment
Infrastructure.notifications@planning.nsw.gov.au	NSW Department of Planning, Industry and Environment
Jake Shackleton	NSW Department of Planning, Industry and Environment
Jim Steen	Transport for NSW
Adam Smith	Transport for NSW

## 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**

98.2 millimetres of rain fell between Saturday 19 December 2020 and Friday 8 January 2021. Work was meant to recommence on the 4 January, however, due to the significant amount of rain throughout that week, very little work was achieved.

In general, the sections opened to traffic (TNR 4 and parts of TNR 5 and 6) all held up really well in the significant rainfall event, with no major damage reported that needed to be amended. The areas currently under construction also held up relatively well during the significant rainfall event during the Christmas break, with no major issues being reported to the ER.

### **2.2 Construction activities**

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

Weed management and landscaping maintenance were ongoing during January.

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

Earthworks on the northbound carriageway from Elizabeth Drive to Littlefields Road is progressing well. Sub-grade levels have been achieved in about 95% of this section. Lean-mix concrete pavement has been laid throughout about 80% of this section of road, and base-course asphalt laid over about 50% of this section by the end of January. Earthworks in this section are expected to be completed in February along with the majority of the paving.

Remaining work in the medians of the Elizabeth Drive and The Northern Road intersections continued throughout January and are expected to be completed in February.

Local road works on Kings Hill Road were completed and Kings Hill Road re-opened to traffic in January 2021. Some landscaping works remain outstanding and are expected to be completed in February.

Local road works on Chain-of-Ponds Road commenced in January. Chain-of-Ponds Road has been closed to local traffic and will remain closed for the duration of the work.

The intersection at the entrance of the Defence Estate Orchid Hills was closed on the weekend of the 29, 30 and 31 January to complete the full depth asphalt pavement throughout the intersection.

The demolition and reconstruction of the old Northern Road, which will essentially become the new northbound carriageway is underway in the majority of locations. Property access points are currently being managed very well under difficult conditions due to the large number of property access points throughout this section.

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

No minor changes to management plans were approved by the ER during January 2021.

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

No other documents were formally required to be reviewed by the ER during January 2021.



## **4. Environmental Representative Approvals**

### **4.1 Minor Ancillary Sites**

One minor ancillary facility was approved in January 2021 by the ER. The minor ancillary facility was proposed to be located in approximately the same location as a previous minor ancillary site which was adjacent to Gate N3. This minor ancillary was required to be demobilised to facilitate a traffic switch in mid-2020, however, it was determined to be required for the work on the northbound carriageway south of the DEOH entrance.

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

One out-of-hours works (OOHW) activity was reviewed and endorsed by the ER during January 2021. The OOHW related to the DEOH entrance intersection closure over the weekend. The work was predicted by the RMS Noise Estimator Tool to be below the night-time Noise Management Level (NML) and therefore permissible by Condition of Approval E26(c)(d). CPB sent the OOHW permit to the ER for review prior to self-approving the OOHW activity in accordance with their Noise and Vibration Management Plan. The work was completed with no complaints having been received by any sensitive receivers.

Other 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 January 2021 on the following days:

- 12 January 2021
- 27 January 2021

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

### 5.2 Community complaints and response

Nine community complaints were reported to the ER in January 2021. Details of the complaints are as follows:

- Three complaints related to access provisions to properties. Two related to safety concerns about the temporary access provisions, which were both amended by the CPB team. One complaint related to the interaction with trucks when using the property access. These access provisions were amended by CPB. All three of these complaints closed out to the satisfaction of the residents.
- One complaint related to the design of property adjustments. The design was amended on-site in consultation with TfNSW and the contractor to the satisfaction of the owner.
- One complaint related to a perception that the traffic controllers were not effective during a night-time shift.
- One complaint related to a worker behaviour of a mail distributor reportedly working as a sub-contractor to the Project.
- One complaint related to the perception of the lack of erosion and sediment controls on the site and dirty water entering their farm dam.
- One complaint related to trucks speeding on The Northern Road and using a u-turn bay adjacent to a driveway. The u-turn bay is not allowed to be used by trucks working on the Project and was reiterated to the truck companies.
- One complaint related to the lack of lighting on a local road, which made it difficult to get into their driveway. Lighting was installed to the satisfaction of the resident.

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 January 2021.

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

Two significant rainfall events occurred in January, which were both reported to the ER as reportable incident only. Both rainfall events significantly exceeded the design rainfall event (98.2 mm over the Christmas break, and 46 mm between the 29<sup>th</sup> and 31<sup>st</sup> of January).

No incidents reported to the ER in January 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 January 2021.

The next ERG meeting is expected to be held in early 2021. Due to Covid-19 restrictions, the method of holding this meeting is currently being worked out. The invitation will likely 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 January 2021.

## **5.6 Other Environmental Representative Tasks**

No other environmental representative tasks were required to be carried out during January 2021.

## 6. Closing comments

Stage 4 of the Project (Mersey Road to Eaton Road) achieved practical completion in November 2020. 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 over the Christmas break and throughout January. 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. The remaining sections of the northbound carriage to be constructed will continue to be challenging both the management of erosion and sedimentation control and with the management of property access. So far, the project team have managed the challenging property access issue very well and the ER will encourage CPB to continue the hard work that has gone into managing the property accesses.

## **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>• Earthworks continuing in the TNR6 section on the northbound carriageway between Elizabeth Drive and Littlefields Road.</li><li>• Earthworks continuing in TNR5 along the northbound carriageway in various areas.</li><li>• Drainage installation</li><li>• ITS works at Kings Hill Road</li><li>• Batter trimming and topsoil spreading around Kings Hill Road intersection.</li></ul>	<b>Weather Conditions:</b> sunny approx. 28deg	<b>Project Risk Status:</b>
			<b>Rainfall previous 24hrs:</b> 0 mm to 9am	
			<b>Rainfall forecast next 24hrs:</b> Nil.	
<b>Date:</b> 12/01/21	<b>Time (start/finish):</b> 8:30am		<b>Immediate or High Priority action required (if so, provide details)?</b>	✓ Green
<b>Inspection No:</b> 75		Amber		
<b>Attendees:</b> Cameron Weller (ER), Anthony Ryan (CPB), Grant Fletcher (T.R.E.E.S.), Jim Steen, (TfNSW); Vince Chaplin (CPB), Simon Lendrum (CPB)		Red		

**General Comments**

- Site inspection focused on the higher risk areas of the site, which included the area around GRS Towing, the area around Kings Hill Road, the area around Bradley Street and the area around the old Gate P12.
- Generally the site held up very well over the Christmas break. The site received about 95 mm of rain during the break and therefore significantly surpassed the design rainfall event.
- There is some maintenance of erosion and sediment controls across the site due to the significant rainfall during the break, but generally the maintenance required is minor.



**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	GRS Towing	<p>Fill outside GRS towing is currently not being directed to a stabilised batter chute.</p> 	M	<p>Fill outside GRS towing should be directed to a batter chute to ensure water does not flow down the batter uncontrolled.</p> <p>Also, additional sediment controls should be installed so as the sediment fence is not the only protection.</p>	15/01/21	 <p>A windrow has been shaped as part of construction to retain a portion of potential rainwater that falls within the road alignment. This is a temporary measure to prevent scouring of the batter to the West.</p>
2	North of GRS towing	<p>Fill slopes towards the driveway to the north of GRS Towing and the water will be flow towards the cut/fill line near the corner of the driveway.</p>	M	<p>Ensure there is a stabilised batter chute at this point and install additional controls at (or near) the toe of the batter.</p>	15/01/21	<p>As above. This section of site will be revisited with controls revised next week as construction progresses and prior to the next rain event.</p>

## ER ENVIRONMENTAL SITE INSPECTION REPORT




						
3	Kings Hill Road	<p>Batters are currently being trimmed and prepared for topsoil and landscaping treatments.</p> <p>ITS is currently being installed and intersection and Kings Hill Road being prepared from pavement to be laid prior to the end of the week.</p> 	M	Complete work as planned prior to the end of the week/opening of intersection. Works include batters trimmed, topsoiled, landscaping and hydro-mulching, installation of sediment fence along concrete drain.	15/01/21	 <p>Asphalt paving in place ready for the opening of Kings Hill this week. Jute mesh in place, and silt fence in place along both sides of the concrete swale.</p>






## ER ENVIRONMENTAL SITE INSPECTION REPORT

						
4	Kings Hill Road	<p>Some sediment control maintenance required after recent rainfall.</p> 	M	Maintain sediment controls around headwall prior to the weekend.	15/01/21	Silt fence has been refreshed and the general area has been tidied ready for the opening of the road tonight.
5	Kings Hill Road	Design for the drainage line above the pavement drainage headwall is unclear.	L	Review design of the drain upstream of the headwall. If there is no drain in the design, consider keeping this drain to ensure water in this area is directed down the drainage line. Drain lining could be jute, topsoil and seed if concrete or rock doesn't want to be installed here.	15/01/01	Drain lining is jute mesh and has been put in place as shown in item 3.

## ER ENVIRONMENTAL SITE INSPECTION REPORT

						
6	Bradley Street	<p>Maintenance required on controls in and around the clean-water path after the recent rainfall.</p> <p>Erosion and sediment control plan discussed for future culvert extension.</p> 	M	<p>Tidy geo-fabric around the clean water path prior to the weekend.</p> <p>Commence installing controls discussed as part of the future erosion and sediment control plan prior to weekend where possible.</p>	15/01/20	 <p>Above: Perspective looking uphill to Bradley Street. Area has been refreshed with geotextile to make the clean water path more robust against scour in the event of rainfall.</p>

## ER ENVIRONMENTAL SITE INSPECTION REPORT

						 <p>Above: Clean water flow path through to P12 from Bradley Street has been refreshed with new geotextile and a small sump on the Southern upside.</p>
		<p>Maintenance required on controls in and around the clean-water path after the recent rainfall.</p> <p>Erosion and sediment control plan discussed for future culvert extension.</p> 		<p>Tidy geo-fabric around the clean water path prior to the weekend.</p> <p>Commence installing controls discussed as part of the future erosion and sediment control plan prior to weekend where possible.</p>	15/01/21	 <p>The 45-degree culvert on the Northbound side of TNR has new controls in place. Water flowing down the median can be captured in a lined sump. Next week this area will be further formalised to further ensure clean and dirty water separation.</p>

## ER ENVIRONMENTAL SITE INSPECTION REPORT

**Issued by: Cameron Weller****Ph No: 0428271496****Issued to: Vince Chaplin****Date: 12/01/21****Copy to: Kimberly Holiday, Jim Steen, Gary Treloar, Martin Younan, Daniel Farrugia, Nick Fryday, John Wright, Mehendran Kandiah, Dave King, Anthony Ryan.****Actions Checked:**



## 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>• Earthworks continuing in the TNR6 section on the northbound carriageway between Elizabeth Drive and Littlefields Road. Asphalt paving small section near Elizabeth Drive Intersection.</li><li>• Earthworks continuing in TNR5 along the northbound carriageway in various areas.</li><li>• Drainage installation</li><li>• Chain-of-Ponds Road reconstruction commenced</li></ul>	<b>Weather Conditions:</b> sunny approx. 28deg	<b>Project Risk Status:</b>
<b>Date:</b> 27/01/21	<b>Time (start/finish):</b> 8:30am		<b>Rainfall previous 24hrs:</b> 0 mm to 9am  <b>Rainfall forecast next 24hrs:</b> Nil.	
<b>Inspection No:</b> 76			<b>Immediate or High Priority action required (if so, provide details)?</b>	✓ Green
<b>Attendees:</b> Cameron Weller (ER), Anthony Ryan (CPB), Grant Fletcher (T.R.E.E.S.), Jim Steen, (TfNSW); Vince Chaplin (CPB), Simon Lendrum (CPB)				Amber
			Red	

## General Comments

- Site inspection focused on the higher risk areas of the site, which included the area around GRS Towing, the area around Chain-of-Ponds Road, the area around Bradley Street and the area around the old Gate P12 and the reconstruction of Gates Road.
- Generally the site is in a good position to continue progressing with the program rapidly. A few areas observed during the inspection required some maintenance of or additional controls to be installed prior to the forecast rainfall over the next few days (only about 1-5mm each day) and over the weekend and into next week (forecast increases over the weekend in early next week).
- It should be noted that the green risk rating is based off the controls discussed during the site inspection are all installed prior to significant rainfall or prior to the weekend.



**Next Inspection:** 9 February 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	GRS Towing	<p>After recent earthworks the fill outside GRS towing is currently not being directed to a stabilised batter chute.</p> 	M	<p>Fill outside GRS towing should be directed to a batter chute to ensure water does not flow down the batter uncontrolled. Look at directing all water to the cut fill line and then ensure water is flowing through sediment controls.</p> <p>Also, additional sediment controls should be installed so as the sediment fence is not the only protection.</p> <p>Amend batter scour above the headwall that developed during the last rainfall event.</p>	29/01/21	<p>Material has been placed along the edge to direct flows away from stabilised batter chute and north towards stable grassed area where water can slowly make its way down towards the lower flow path.</p> 
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## ER ENVIRONMENTAL SITE INSPECTION REPORT




						  <p>Water will now flow down over grassed area</p>
2	Chain-of-Ponds Road	Work has just commenced in area. Erosion and sediment controls have already commenced being installed, which is good to see, however, some additional work is required on the controls around the headwalls.	M	<p>Extend the earth bunds around the tops of the headwalls to connect to the sediment fences on either sides of the headwalls to separate clean and dirty water.</p> <p>Install geofabric on all exposed earth at the inlets of the culverts on the clean water sides of the sed fence and earth bunds.</p>	27/01/21	 <p>The bund walls have been extended to the sediment fence and geotextile placed in the middle</p>



## ER ENVIRONMENTAL SITE INSPECTION REPORT

						section to reduce site water ingress and provide a clean water diversion for oncoming water.
3	Bradley Street	<p>Sump and bund on upstream side of the culvert appears to have been disturbed recently as part of the clearing or other activity.</p> 	M	Bund on the southern side of the culvert inlet needs to be tidied, strengthened and stabilised with geofabric lined spillway.	29/01/21	 <p>28/1/21 The area on the Southern side of the drain inlet has been tidied by removing excess material to create additional sump capacity. Geotextile re-positioned to form a spillway.</p>

## ER ENVIRONMENTAL SITE INSPECTION REPORT

4	Culvert to the south of P12	<p>New culvert has been blocked as per the ESCP and old culvert inlet has been shaped and lined. Due to recent work in the median area, additional controls are required to ensure dirty water isn't going into inlet.</p> 	M	<p>Sandbag pipe culvert to provide a sump area. Move bund closer to the culvert work to minimise the area to be protected as discussed on the site. Line any exposed areas around the culvert with geofabric to minimise the risk of erosion.</p>	29/01/21	 <p>The batter above the existing culvert was lined with geotextile to prevent erosion and scour. TfNSW and CPB Environment personnel inspected P12 area P12 on the morning of the 1/2/21 and spoke with site crewman to provide direction to enhance controls in this area.</p>
5	Gates Road	<p>Works in progress – work is underway in area and is currently in progress. Once work is complete in this area erosion and sediment controls are to be reinstated prior to the forecast rainfall.</p>	M	<p>Install erosion and sediment controls prior to rainfall as per the ESCP.</p> <p>Ensure that the culvert is protected and only clean water is passing through the culvert and allowed into the clean water area. Pull, seal and line batters where required. Install bunds at the tops of the batters to ensure water is not flowing over batters uncontrolled, and direct to a lined batter chute and ensure water is going through sediment controls before it leaves site.</p>	29/01/21	 <p>Windrows installed down both sides of the new formation. Batters tidied up with an excavator. Sumps were made deeper on the Western &amp; Eastern side of the culvert.</p>

## ER ENVIRONMENTAL SITE INSPECTION REPORT

						<p>Additional geotextile placed at the inlet to the existing culvert.</p> <p>The area was inspected on Monday 1/2/21 and it was observed no dirty site water had left site.</p>
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## ER ENVIRONMENTAL SITE INSPECTION REPORT

<b>Issued by:</b> Cameron Weller  <b>Ph No:</b> 0428271496	<b>Issued to:</b> Vince Chaplin  <b>Date:</b> 27/01/21	<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>