

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

Environmental Representative Monthly Report

March 2021

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Table of Contents

1.	Introduction.....	5
1.1	Background	5
1.2	Environmental Representative.....	6
1.3	Scope of monthly report	6
2.	Summary of construction activities and project update	7
2.1	General	7
2.1.1	Covid-19	7
2.2	Extreme Weather Event	7
2.3	Construction activities.....	7
3.	Status of Environmental Document Review.....	8
3.1	Environmental Representative Endorsements and Minor Change Approvals	8
3.2	Other document reviews	8
4.	Environmental Representative Approvals.....	9
4.1	Minor Ancillary Sites	9
4.2	Out of Hours Works.....	9
5.	Monthly evaluation	10
5.1	Site inspections	10
5.2	Community complaints and response.....	10
5.3	Incidents, Non-conformances, corrective or preventative actions	11
5.4	Meetings.....	11
5.4.1	Environmental Review Group Meetings	11
5.4.2	Other meetings	12
5.5	Alternate Environmental Representative Activities.....	12
5.6	Other Environmental Representative Tasks	12
6.	Closing comments	13

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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.

2.2 Extreme Weather Event

Sydney experienced an extreme weather event between 17th and 24th March 2021. The Project's weather station recorded 364.4 mm of rain over that period. The Bureau of Meteorology weather station at Badgery's Creek recorded 338.8 mm and Sydney Observatory Hill recorded 330.4 mm of rain over the eight days. The extreme weather event caused moderate to major flooding across areas of Sydney, the Central Coast and the Mid-North Coast.

The Project's design 5-day rainfall event is 27.4 mm and was therefore exceeded by 337 mm.

Not surprisingly, the Project sustained some damage, however, held up very well when considering the volume of rain that fell of the period. Work was back underway within a week of the cessation of the rainfall, which is a positive indication that the site was set up well prior to the rainfall, and that the Project team was proactive in the post-rainfall clean-up.

2.3 Construction activities

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

Weed management and landscaping maintenance were ongoing during March.

Some damage to the landscaping was observed as a result of the extreme rainfall event, and therefore will require some increased focus on maintenance over the next couple of months.

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

Construction on the northbound carriageway from Elizabeth Drive to Littlefields Road (remainder of Stages 6) was complete in March and opened to traffic. Some sections of the Elizabeth Drive intersection still require the

wearing course of asphalt to be laid, and some minor finishing works to be completed, however, this will be completed over the next couple of months in conjunction with TNR5 works.

Local road works on Chain-of-Ponds Road continued throughout March. Chain-of-Ponds Road has been closed to local traffic and will remain closed for the duration of the work. Work should be completed in early April weather permitting.

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.

The southbound carriageway at the Defence Estate Orchard Hills (DEOH) was paved with asphalt at the end of March in preparation to open this section in April. Landscaping on the eastern side of The Northern Road in the vicinity of the DEOH is progressing and will be the focus to try and complete prior to the opening of the southbound carriageway.

Major box culvert extensions around the northern extent of the Project continued to be constructed throughout March and will continue through April. The demolition of the old Surveyors Creek Tributary box culvert commenced in late March and should be completed and back-filled in April.

Landscaping is ongoing throughout Stages 5 and 6 and will continue until the completion of the Project.

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

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

3.2 Other document reviews

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

4. Environmental Representative Approvals

4.1 Minor Ancillary Sites

No minor ancillary sites were approved by the ER during March 2021.

4.2 Out of Hours Works

No out of hours works were approved by the ER during March 2021.

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.

One site inspection was carried out on by the ER on TNR5&6 during March 2021 on the following days:

- 09 March 2021
- 30 March 2021

The site inspection planned for the 23 March was postponed due to the site being closed as a result of the extreme rainfall event that was underway. The inspection was postponed for a week and was carried out on the 30 March 2021.

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

5.2 Community complaints and response

Twenty-two (22) community complaints were reported to the ER in March 2021. Details of the complaints are as follows:

- One complaint related to dust being generated from the site.
- One complaint related to the time it was taking to complete property adjustment works.
- One complaint related to the lack of lighting at her driveway. A lighting tower was installed near the driveway to provide light. A second complaint was made later in the month when the light was turned off after the shift, and the resident wanted it to be left on.
- One complaint related to their dogs escaping through a temporary fence.
- One complaint related to behaviour of a traffic controller.
- One complaint related to operational queries. The complainant was asking why a u-turn bay was not opened, however, this section has not been designed as a u-turn bay, but rather the stub to the future M12.
- One complaint related to the state of their driveway after rain. The project team added gravel to the driveway surface to make it safer to use.
- One complaint related to damage to a fence line as a result of the Project.
- One complaint related to vibration impacts.
- Two complaints (one complaint made to two separate people on the Project) related to the state of their temporary driveway, and the location of their letterbox that was not accessible to the postman.
- One complaint related to the perception that workers were trespassing on their property, however, property adjustment works were being undertaken.
- One complaint related to the quality of the topsoil being placed outside their property.
- One complaint related to water running off the site into their property during the extreme rainfall event.

- One complaint related to water pooling on their driveway during the extreme rainfall event.
- One complaint related to a concern that recent work to the water utilities may be making their driveway “spongy”. Complaint was made during the extreme rainfall event, and therefore the Project team are waiting until the ground dries to see if there is an underlying issue or just a result of the rain.
- One complaint related to temporary fencing being removed from around their dam and asked for it to be put back in.
- One complaint related to vehicle damage from a truck working on the project.
- One complaint related to mud being flicked onto a car.

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 March 2021.

5.3 Incidents, Non-conformances, corrective or preventative actions

Two incidents were reported to the ER during March 2021.

One (Reportable) incident related to the exceedance of the design rainfall event. Further details of the extreme rainfall event are outlined in Section 2.2.

One (Category 2) incident related to accessing a private property without prior permission. A work crew was tasked with constructing a temporary driveway for the property at 1-13 Bradley Street, Glenmore Park. The planned temporary driveway alignment was changed to avoid low hanging overhead Telstra cabling. A labourer opened the property gate at Jilondalee Way to allow trucks entering the site to manoeuvre into position then reverse and tip material to construct the realigned driveway. The investigation identified a change management communication break-down, a stakeholder identification and consultation issue, and vehicle movement planning were the overarching root causes. All personnel involved have been briefed on investigation findings. A sign advising all construction personnel not to pass through the fenced gate at Jilondalee Way from the construction site at Bradley Street is to be installed. A pre-start message has been delivered to construction personnel regarding site boundary rules. The Vehicle Management Plan for the area has been updated and redistributed to CPB project personnel. CPB is to prioritise construction of permanent boundary fencing.

No incidents reported to the ER in March 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 March 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 March 2021.

5.6 Other Environmental Representative Tasks

No other environmental representative tasks were required to be carried out during March 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. There will be an increase in the amount of maintenance that will be required in Stage 4 of the Project over the next couple of months due to the extreme rainfall event that occurred in March. Environmental risk is still 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 held up very well in the extreme rainfall event considering the amount of rainfall the site received. The Project team were actively and quickly remediating the damaged areas of the site, reinstating damaged controls and maintaining controls across the site. Work had recommenced in many areas of the site within a week of the rainfall event, which is a positive indicator that the site was well set up prior to the event, which is pleasing to observe.

The contractor has been responsive and positively engaged with the ER and the general performance of the contractor is overall of a much higher standard than during the early stages of the Project. 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. The project team continue to manage 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

PROJECT: TNR 5&6		Construction Activities: <ul style="list-style-type: none">Northbound of TNR6 from Elizabeth Drive to the north is open. Southbound is currently being completed with the final elements of landscaping occurring and wearing course to be completed in the coming weeks.Earthworks continuing in TNR5 along the northbound carriageway in various areas.Drainage installation underwayChain-of-Ponds Road reconstruction continuing.	Weather Conditions: sunny approx. 30deg	Project Risk Status:
Date: 09/03/21	Time (start/finish): 8:30am		Rainfall previous 24hrs: 0 mm to 9am Rainfall forecast next 24hrs: Nil. Next forecast rainfall is on Thursday with 10-20mm forecast.	
Inspection No: 78			Immediate or High Priority action required (if so, provide details)?	✓ Green
Attendees: Cameron Weller (ER), Anthony Ryan (CPB), John Wright (T.R.E.E.S.), Anthony Eland (TfNSW); Simon Lendrum (CPB).				Amber
			Red	

General Comments

- Site inspection focused on the higher risk areas of the site, which included the area around the area around Chain-of-Ponds Road, the area around Bradley Street, the area around the old Gate P12 and the area around Gate S3.
- 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 in the next few days.



Next Inspection: 23 March 2021

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	Chain-of-Ponds Road	<p>Extension of sediment fence around the stockpiled pipes and along the toe of the disturbed area is recommended to further protect the drainage line.</p> 	M	Install sediment fence in location discussed on site prior to forecast rainfall.	11/03/21	<p>Silt fence has been installed on the 11th March 2021 prior to expected rainfall this week.</p> 
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ER ENVIRONMENTAL SITE INSPECTION REPORT

2	Bradley Street	<p>Sandbags installed in spillway could have been higher to retain more water.</p> 	M	<p>Install additional sandbags to increase the amount of water that is retained behind the sandbags.</p>	11/03/21	 <p>Fresh geotextile has been placed around the triple cell culvert, and additional sandbags have been placed as per ER recommendation to assist in holding back site water. Completed on the 11th March 2021</p>
3	Bradley Street	<p>Water captured behind bund should be pumped into a water cart prior to the next forecast rain. Also, exposed section of the bund should be covered with geofabric and made into more of a spillway to direct water back into the formation rather than into the pipes.</p> 	L	<p>Water captured behind bund should be pumped into a water cart prior to the next forecast rain. Also, exposed section of the bund should be covered with geofabric and made into more of a spillway to direct water back into the formation rather than into the pipes.</p>	11/03/21	 <p>Water captured behind the bund (circled in the photo) was dewatered into a water cart. The bund wall was lowered to prevent any sump water from entering the triple cell culvert area. Completed on the 11th March 2021.</p>




ER ENVIRONMENTAL SITE INSPECTION REPORT

4	Bradley Street	<p>Water ponding in formation on both the south and north sides of Bradley Street should be pumped out and into a water cart prior to the next rainfall event.</p> 	L	<p>Water ponding in formation on both the south and north sides of Bradley Street should be pumped out and into a water cart prior to the next rainfall event.</p>	11/03/21	 <p>Capacity has been restored to this sump on the 10th March 2021.</p>  <p>Bunds have been placed below drainage pits on Bradley Street to capture and hold back site water. These pits are not connected to the stormwater network at this stage. Completed on the 11th March 2021.</p>
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ER ENVIRONMENTAL SITE INSPECTION REPORT



5	Surveyors Creek culvert	<p>Water captured behind bund/sump should be removed prior to the next forecast rainfall.</p> 	L	<p>Water captured behind bund should be removed prior to the next forecast rainfall.</p>	11/03/21	 <p>This sump shown above has been dewatered the same day of this inspection and prior to increase capacity prior to forecast rainfall expected this week. Completed on the 10th March 2021.</p>  <p>The large sump in area N10 shown in the photo above has been completely dewatered. Completed on the 10th March 2021.</p>
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ER ENVIRONMENTAL SITE INSPECTION REPORT

6	Surveyors Creek culvert	<p>Install bund over the top of culvert box cells to direct water to bund/sump to the south of the culvert.</p> <p>Also, there are areas of exposed dirt adjacent to the culvert outlet.</p> 	L	<p>Install bund over the top of culvert box cells to direct water to bund/sump to the south of the culvert.</p> <p>Cover exposed dirt with geofabric on the clean water side of the new bund.</p>	11/03/21	<p>A bund covered in geotextile has been installed to maximise the diversion of stormwater runoff to a dedicated sump approximately 10m South of the 45-degree bend culvert at area N10. Completed on the 10th March 2021.</p> 
7	P12 Flood overflow culvert	<p>Section of the access road into the compound was observed to be a potential low point where water could escape from access road</p>	L	<p>Install rock bund along the edge of the access track into the compound to provide a sediment control.</p>	11/03/21	 <p>Robust knee-high bunds made from millings have been placed between the concrete barriers to assist with the control and capture</p>

ER ENVIRONMENTAL SITE INSPECTION REPORT

						of site water. Completed on the 9 th March 2021.
8	Area to north of DEOH gate/Gate S3	<p>Positive to see the progress in this area. As a short term temporary measure for forecast rain prior to the final landscaping treatment, install sediment fence along the top of the channel and over the top of the culvert to protect drainage line.</p> 	L	Install sediment fence along the top of the channel as discussed on site.	11/03/21	 <p>Silt fence has been installed prior to expected rainfall this week around drainage line in area S3. Completed on the 11th March 2021.</p>

						 <p>CPB applied soil binder thoroughly throughout S3 to minimise the area of this part of site that may generate suspended material during rainfall. Completed on the 11th March 2021.</p>
9	Gate N3	Observed that a temporary fence panel has fallen over and is blocking the shared path.	L	Remove fence panel from shared path to allow access for pedestrians and/or cyclists.	10/03/21	 <p>Fence panel has been removed. Completed on the 11th March 2021.</p>

ER ENVIRONMENTAL SITE INSPECTION REPORT

Issued by: Cameron Weller Ph No: 0428271496	Issued to: Simon Lendrum Date: 09/03/21	Copy to: Kimberly Holiday, Jim Steen, Gary Treloar, Martin Younan, Daniel Farrugia, Nick Fryday, John Wright, Mehendran Kandiah, Dave King, Anthony Ryan.	Actions Checked:
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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">• Clean up continuing after the significant rainfall event.• Earthworks continuing in TNR5 along the northbound carriageway in various areas.• Drainage installation continuing• Chain-of-Ponds Road reconstruction continuing• Asphalting to the north and south of DEOH gate.	Weather Conditions: sunny approx. 30deg	Project Risk Status:
Date: 30/03/21	Time (start/finish): 8:30am		Rainfall previous 24hrs: 0 mm to 9am Rainfall forecast next 24hrs: Nil.	
Inspection No: 79			Immediate or High Priority action required (if so, provide details)?	✓ Green
Attendees: Cameron Weller (ER), Anthony Ryan (CPB), Jim Steen (TfNSW); Simon Lendrum (CPB), Simon Williams (CPB)				Amber
			Red	

General Comments

- Site inspection focused on the higher risk areas of the site, which included the area around the area around Chain-of-Ponds Road, the area around Bradley Street, the area around the old Gate P12 and the area around Gate S3.
- 364 mm of rain fell over 5 days between 17-24 March. The Project design rainfall event is 27.4 mm.
- Generally, the site appeared to have performed well during the significant rainfall event.
- The site team have been cleaning up the site since the cessation of rain, however, some areas have been too wet to get into to maintain controls. Clean up will likely continue into next week, however, key areas should be focussed on prior to the long weekend.
-




Next Inspection: 13 April 2021

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	Chain-of-Ponds Road	<p>Area around outlet of culvert has been too wet to amend after the rainfall, however, the area should be able to be access prior to the weekend and maintenance of controls should be able to be completed.</p> 	M	<p>If access is possible, reinstatement and maintain erosion and sediment controls around the outlet of the culvert.</p> <p>Clean off the top of the inlet pit and reinstate controls.</p>	1/04/21	 
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1/4/2021 - New sediment fence has been installed both sides of the outlet. The batter West of the sed fence has been shaped and compacted. Sediment fence along the property boundary remains intact. New bunds surrounding the pipe outlet have been installed and covered in geotextile. The gap in the bund identified during the inspection has been plugged and shaped into a batter chute.

2	Chain-of-ponds Road	Section above the culvert inlet pit has been exposed by the extreme weather event and revealed that there is a pretty large step from the adjacent property that will need to be stabilised.	L	Review design and propose a solution to stabilise this area around the boundary.	09/04/21	
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ER ENVIRONMENTAL SITE INSPECTION REPORT

						1/4/2021 - Sediment fence has been installed around the pit. The pit is at a low point and will pond water before it can be filtered through the sediment fence and into the culvert. CPB is in the process of reviewing options to stabilise the batter surrounding the pit.
3	Bradley Street	<p>Bradley Street area appeared to perform very well during the rainfall. Some maintenance of controls is required around the clean water path and culvert.</p> 	M	Ensure all controls are reinstated and maintained prior to the weekend.	1/03/21	 <p>1/4/2021 – A fresh windrow has been installed for the safety of vehicles and also serves as a secondary bund to minimise water ingress into the sump and hold back site water.</p>

ER ENVIRONMENTAL SITE INSPECTION REPORT



1/4/2021 - There is a boxed out pit/large sump at area N10 to the South of the 45 degree bend culvert on the Northbound that will be in place for the long weekend to retain/hold back site water.

4

Surveyors Creek
tributary culvert

Positive observation – clean water was observed to be flowing through the Surveyors Creek tributary culvert. Some damage has been caused around the culvert outlet and can be maintained and reinstated once the water stops flowing.



L



Maintain and reinstate controls around the culvert outlet when it can be accessed without risking causing more damage or dirty water.

09/04/21



1/4/2021 – Geotextile has been stretched over a small area that was affected by recent heavy creek flow through the area. A row of sandbags has been placed below the geotextile to minimise any potential sediment movement.

ER ENVIRONMENTAL SITE INSPECTION REPORT

5	Area to north of DEOH gate/Gate S3	<p>Some areas in this area are still very wet and controls have not yet been reinstated or maintained yet.</p> 	M	<p>Reinstate controls that have been damaged around the culvert and clean water drain.</p> <p>Where sediment fence has been removed to trim batter around the headwall of the culvert, either reinstate the sediment fence or install a berm to divert water away from headwall to an area that is protected.</p>	01/04/21	 <p>1/4/2021 – Sediment fence at area S3 has been re-erected. Topsoil is being spread today in the areas surrounding the S3 culverts.</p>
6	Area to north of DEOH gate/Gate S3	<p>Positive observation – asphalt is being laid to the north and south of the DEOH gate in preparation for the next traffic switch which is planned for mid-late April.</p>	N/A	N/A	N/A	<p>1/4/2021 - Topsoil is being spread today in the areas surrounding the S3 culverts and on batters in preparation for hydro-mulching to follow.</p>

ER ENVIRONMENTAL SITE INSPECTION REPORT



Issued by: Cameron Weller

Ph No: 0428271496

Issued to: Simon Lendrum

Date: 30/03/21

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">• 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.