

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

## **Environmental Representative Monthly Report**

**April 2021**

**Doc no. 18008-RP-MR-034-TNR 4,5,6 Monthly Report\_April 2021\_0**

## 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	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	Management Review Meeting.....	11
5.4.3	Other meetings .....	11
5.5	Alternate Environmental Representative Activities .....	11
5.6	Other Environmental Representative Tasks.....	12
6.	Closing comments .....	13

Distribution List	
Kim Holliday	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
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 2020 meant the Project was able to get back to some sort of normality in the construction process and the ER site inspections have essentially been able to be carried out in the normal way since then.

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

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

### **2.2 Construction activities**

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

Weed management and landscaping maintenance were ongoing during April.

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 Littlefields Road through to Kings Hill Road is progressing rapidly. The lean mix concrete pavement has been laid and preparations are currently underway for the asphalt paving to be laid in the coming weeks.

Local road works on Chain-of-Ponds Road continued throughout April. 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 mid-May 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.

Work around the Bradley Street intersection is progressing well, and should be completed in May.

After Chain-of-Ponds Road is open and Kings Hill Road has been signalised, Littlefields Road will be closed for a period of four to six weeks to complete the intersection work and associated infrastructure down Littlefields Road.

Major box culvert extensions around the northern extent of the Project continued to be constructed throughout April and will continue through May. The demolition of the old Surveyors Creek Tributary box culvert commenced in late March and was fully 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 Overarching CEMP or Sub-plans were reviewed or endorsed by the ER during April, prior to being submitted to the DPIE for approval.

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

The CPB management plans were reviewed in April and updated. These updated plans were sent to TfNSW and the ER for information.

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

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



## **4. Environmental Representative Approvals**

### **4.1 Minor Ancillary Sites**

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

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

No out of hours works were approved by the ER during April 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 by the ER on TNR5&6 during April 2021 on the following days:

- 13 April 2021

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

### 5.2 Community complaints and response

Fifteen (15) community complaints were reported to the ER in April 2021. Details of the complaints are as follows:

- Two complaints related to dust being generated from the site.
- One complaint/enquiry related to a request for alternate accommodation during the Bradley Street work. Noise modelling showed that the property did not meet the alternate accommodation threshold, however, the alternate accommodation was offered.
- One complaint related to a plumber leaving a gate open between two properties on TNR4, which led to cattle moving into the adjacent property.
- One complaint related to a resident not being able to reach the other side of their property due to mud from recent rain. Upon inspection, the area in question is part of a drainage line immediately adjacent to their farm dam. The full farm dam has backed water into the drainage channel causing it to turn to mud.
- One complaint related to a temporary access not being wide enough for a boat trailer. The access was widened upon the request.
- One complaint related to noise impacts.
- One complaint related to noise impacts caused by trucks going over a cattle grid, which has been installed as part of the stabilised egress to minimise mud-tracking onto The Northern Road.
- One complaint/enquiry related to a request to keep temporary lighting turned on at night to see the access.
- One complaint related to a worker accessing a private property without prior approval.
- One complaint/enquiry related to whether the water cart spraying water on the landscaping could occur outside of peak-time as it is causing unnecessary congestion.
- One complaint related to fencing not being complete, and cattle escaping the property.
- One complaint related to perceived vibration impacts at a property.
- One complaint related to a stakeholder claiming it was dangerous to turn right out of their property. The Project team reminded the stakeholder that there was a safer u-turn alternative a short distance away if they turned left out of their property rather crossing double lines and traffic.
- One complaint related to their rubbish bins not being collected.

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 April 2021.

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

Two incidents were reported to the ER during April 2021.

One (Category 2) incident related to a minor hydraulic oil spill resulting from a ruptured hydraulic hose. The spill was contained and cleaned up immediately.

One (Category 2) incident related to mud tracking that occurred out of Gate N11 after some localised rainfall. A street sweeper was immediately deployed to clean the road after the mud tracking was identified.

No incidents reported to the ER in April 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 April 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 Management Review Meeting**

An environmental management review meeting was held on the 20 April 2021 with representatives from TfNSW and CPB.

As part of the meeting, the contractor’s past and current environmental performance was discussed and reviewed along with the upcoming program of work. The operational requirements were also discussed in detail to ensure the Project maintains compliance as it gets closer to being operational. At present, operation is expected to commence in September (subject to change).

#### **5.4.3 Other meetings**

Regular informal 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 April 2021.

## **5.6 Other Environmental Representative Tasks**

No other environmental representative tasks were required to be carried out during April 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 recovered very well in the extreme rainfall event that occurred in March considering the amount of rainfall the site received. Work had recommenced in many areas of the site within a week of the rainfall event, and significant progress in construction has occurred throughout April since then.

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

<b>PROJECT:</b> TNR 5&6		<b>Construction Activities:</b> <ul style="list-style-type: none"><li>• Earthworks continuing in TNR5 along the northbound carriageway in various areas.</li><li>• Drainage installation continuing</li><li>• Chain-of-Ponds Road reconstruction continuing</li><li>• Bradley Street closure construction continuing. Bradley Street expected to be re-opened next Monday.</li></ul>	<b>Weather Conditions:</b> sunny approx. 23deg	<b>Project Risk Status:</b>
			<b>Rainfall previous 24hrs:</b> 0 mm to 9am	
			<b>Rainfall forecast next 24hrs:</b> Nil.	
<b>Date:</b> 13/04/21	<b>Time (start/finish):</b> 8:30am		<b>Immediate or High Priority action required (if so, provide details)?</b>	Green
<b>Inspection No:</b> 80		✓ Amber		
<b>Attendees:</b> Cameron Weller (ER), Anthony Ryan (CPB), Jim Steen (TfNSW); Simon Lendrum (CPB), John Wright (T.R.E.E.S)		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 Gate N11 and the batch plant.
- Generally the site is currently in good condition. House keeping is generally ok across the site.
- Some higher risk areas are currently 'works in progress', however, due to the risk of the work and the current status the site has been rated 'amber'. It is expected that these areas will be completed in the near future and thus reducing the risk significantly.


**Next Inspection:** 4 May 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	Adams Road	<p>Positive observation – weed spraying being undertaken by landscaping sub-contractor.</p> <p>Landscaping is generally looking healthy and is being well maintained.</p> 	N/A	N/A	N/A	N/A
2	Chain-of-Ponds Road	Works in progress – road being paved today and tomorrow. Progress on open drains will continue	N/A	N/A	N/A	N/A



		<p>soon after that to start getting the road ready for re-opening.</p> 				
3	Chain-of-ponds Road	<p>Works in progress – culvert outlet and inlet are being prepared and are planned to be completed this week after the asphalt paving is complete.</p>	M	<p>The inlet and outlet protection needs to be completed as per the plan, to ensure the risk of erosion and sedimentation off-site is minimised.</p>	21/04/21	<p>Noted. The inlet and outlet protection was constructed ongoingly from the week commencing 19<sup>th</sup> April 2021 and largely finalised by the week of the 26<sup>th</sup> April 2021 with minor rock additions and implementation of surrounding landscaping.</p>

## ER ENVIRONMENTAL SITE INSPECTION REPORT

		 				
3	Bradley Street	<p>Works in progress – Bradley Street is currently closed for a short period of time to complete the intersection work and re-open prior to Monday 19/04.</p> <p>As there is significant focus on the construction of the road, there is a risk that the completion of the clean-water transverse culvert is not factored into the planning for the completion of the area. Currently the area around the culvert and the upstream area is not ready for rainfall and the area</p>	M	<p>Recommend CPB carry out a brief planning session on how this area will be completed either prior to Bradley Street re-opening or soon after. The planning session should be documented and cover the following:</p> <ul style="list-style-type: none"> <li>What is the design of the upstream drain/depression through the land currently being used for stockpiling. Does it</li> </ul>	<p>Planning session to be held prior to 15/04.</p> <p>Work to be complete as per plan</p>	<p>CPB have conducted daily planning meetings to discuss construction programme and logistics for installing design measures around the triple cell inlet at Bradley Street.</p> <p>Whilst there is no prescriptive design, the project drainage design report indicates that the leased land above the triple cell culvert is to be shaped in order to drain surface runoff towards the triple cell culvert.</p>

## ER ENVIRONMENTAL SITE INSPECTION REPORT

needs to be completed prior to the next rainfall event.



- need to be flattened or can a depression/drain be left.
- What will the final be lined with? Can the final drain lining be installed and be kept clean (ie bunds either side and no more access through this area).
- Can the area on the Bradley Street site be completed prior to opening and all access to the culvert and adjacent land be access from the south?
- Can the headwall be installed?
- Can the rip-rap be installed?
- Can this work be done without the risk of re-work?
- Can the clean-water concrete drain be installed and completed prior to, or immediately after the culvert inlet is completed?
- Clean water flow path must be maintained through the disturbed area and through the pipes.
- Determine how soon after earthworks and topsoil is complete can the hydro-mulch and landscaping be installed.

ASAP  
(please  
provide  
update by  
22/04)



Hydromulch will ensure cover crop and interim ground stabilisation is in place and ready for rainfall.

Bradley Street was successfully constructed during a two-week road closure and access to the triple cell culvert for the remainder of construction was ensured. This meant all items including headwall construction and rock placement could occur without there being any access issues.

Installation of the rock mattress is to be placed shortly after headwall construction.

Hydro mulch has been sprayed to the clean water drainage line over leased land shortly after this inspection took place. Silt fence was also installed at the same time.

## ER ENVIRONMENTAL SITE INSPECTION REPORT

						
4	Surveyors Creek tributary culvert	<p>Works in progress - Old culvert is currently being removed. Prior to forecast rainfall, the area should be reviewed to ensure there is no risk of disturbed material being eroded into the tributary.</p> 	L	Check status of removal prior to forecast rain and installed ERSSED controls to manage the material in the excavation if required,	Prior to forecast rainfall.	Unsuitable material was removed, and pavement construction commenced shortly after this inspection. The site area near the 45-degree bend culvert has been isolated from the culvert outlet itself to prevent dirty water entering the tributary of Surveyors Creek.
5	Batch plant	Positive observation – recent amendments to the batch plant set-up are much more robust in the separation of the clean, dirty and cementitious water.	N/A	N/A	N/A	N/A



## ER ENVIRONMENTAL SITE INSPECTION REPORT

**Issued by: Cameron Weller****Ph No: 0428271496****Issued to: Simon Lendrum****Date: 13/04/21****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>