

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

Environmental Representative Monthly Report

June 2021

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Appendix A – Site Inspection Reports

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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
DEOH	Defence Establishment Orchard Hills
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 (now TfNSW)
ROL	Road Occupancy Licence
Secretary	Secretary of DPIE
SPIR	Submission and preferred infrastructure report
SSI	State Significant Infrastructure
TCS	Traffic Control Systems
TfNSW	Transport for NSW (formally Roads and Maritime Services)
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, 2018).

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 have fully demobilised from the site. Practical completion of 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.

Restrictions in NSW were increased in late June, with a stay-at-home order being introduced for seven local government areas (Sydney's east, south and inner west) on Wednesday 23 June, and then a stay-at-home order introduced for the whole of the Greater Sydney area, Central Coast, Wollongong and Shellharbour regions on Saturday 26 June 2021. The inspection planned for Tuesday 29 June was subsequently postponed. Future inspections will be dependent on NSW Government restrictions, however, it is expected that inspections will recommence in July in COVID safe way.

Due to the changing nature of the NSW and Federal Government restrictions and advice, the site inspection regime will continue to change in accordance with the Government advice as well as Project specific restrictions.

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 significant 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 June.

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. Asphalt paving continued in June in this section followed by shoulder and verge construction. Landscaping also commenced in June through this section.

Chain-of-Ponds Road reopened to traffic on the weekend of the 4/5 June 2021. Over the same weekend, Littlefields Road was closed to traffic to facilitate the reconstruction of the Littlefields Road intersection and the Traffic Control Systems (TCS). Chain-of-Ponds Road and Kings Hill Road will act as the detour roads during this time. The closure and reconstruction of Littlefields Road is expected to extend for about six to eight weeks. The reopening of Littlefields Road will be planned in detail with the Transport Management Centre so as to ensure the TCS phasing for the whole Stage 5 Project becomes operational at the same time.

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 continuing and is expected to be completed in July, although it is not critical at this time, and therefore may be delayed until after the paving is completed in the vicinity of Bradley Street

Major box culvert extensions around the northern extent of the Project continued to be constructed throughout June and will continue through July. A substantial amount of planning has gone into the construction of this element of the Project, due to its high-risk nature. If executed well and in accordance with the plan, it is not expected any environmental impacts will result from this work.

Landscaping of the area immediately to the north of the DEOH entrance was completed in June to a very high standard. The earthworks crew responsible for completing this area were commended for the quality of their work in this area.

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

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

The CPB management plans were reviewed in April and updated in May as part of their annual management review. 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 June 2021.

4. Environmental Representative Approvals

4.1 Minor Ancillary Sites

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

4.2 Out of Hours Works

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

Two site inspection was carried out by the ER on TNR 5&6 during June 2021 on the following days:

- 1 June 2021
- 15 June 2021

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

5.2 Community complaints and response

Three (3) community complaints were reported to the ER in June 2021. Details of the complaints are as follows:

- One complaint related to the delayed completion of their driveway. The driveway completion was programmed for a few weeks after the complaint was made. The property owner was ok with the programmed completion of work.
- One complaint related to a property owners access track causing their cars to be dirtied from entering and exiting their property. Requested the contractor pay for car cleaning.
- One complaint related to a property owners access track being damaged due to wet weather. The project team amended the issue to improve access. The driveway was brought onto the main carriageway soon after the complaint, which helped rectify the issue.

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 June 2021.

5.3 Incidents, Non-conformances, corrective or preventative actions

No incidents were reported to the ER during June 2021.

No incidents were reported to the ER that 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 June 2021.

Due to Covid-19 restrictions, the ERG is likely to be postponed indefinitely and stakeholders engaged on an individual basis where required.

5.4.2 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 June 2021.

5.6 Other Environmental Representative Tasks

The ER was not required to carry out any other functions during June 2021.

No communication was received from the Secretary, or a response given to the Secretary about any matter on the Project during June 2021.

The ER was not asked to help plan, attend or undertake audits by the Department during June 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 Stage 5 and the operation of the whole Project commences.

Stage 6 of the Project has essentially been completed also. Ongoing defect and maintenance work will continue throughout Stage 6 until Stage 5 is completed and the operation of the whole Project commences.

Work in Stage 5 continues to progress well. Several milestones were reached in June, such as the reopening of Chain-of-Ponds Road and the completion of landscaping on the southbound carriageway side of the alignment, just north of the DEOH entrance. Littlefields Road closure and reconstruction commenced in June and is progressing quickly. High risk works around the tributary of Surveyors Creek are currently being planned, and are expected to be executed in July, weather dependent.

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: M4-M5 Link – Rozelle Interchange		Construction Activities: <ul style="list-style-type: none">• Landscaping continuing at ICL• Piling commenced in median at ICL• Pile breakback, capping beam and excavation along CWL is continuing on southern side of Vic Rd Bridge.• Excavation of M4 cut and cover continuing.• Girders being landed over the cut and cover• Reconstruction of the Victoria Road Bridge continuing.• Tunnelling continuing from all tunnel sites.• Whites Creek GPT excavation continuing.• Bridge construction over Whites Creek continuing. Preparation underway for• Tunnelling continuing at ICL.• Earthworks are also continuing across the site for the civil and landscaping components.	Weather Conditions: Raining 15°C	Project Risk Status:
			Rainfall previous 24hrs: 1.8 mm	
			Rainfall forecast next 24hrs: 1-5mm	
Date: 03/06/21	Time (start/finish): 9:30-12:30		Immediate or High risk identified that requires immediate action (if so, provide details)?	✓ Green
Inspection No: 46				Amber
Attendees: Alyce Harrington (JHCPB); Cameron Weller (ER), Ciara Moriarty (JHCPB), Rhonda Pollard (TfNSW); Sven Carlsen (JHCPB); John Hutchison (AA)				Red

General Comments:

- The inspection focussed on the ICL, RRY, VRE, CWL and The Crescent.
- Permanent landscaping was continuing at ICL. Plants that have been delivered continue to look very healthy, and the landscaping that has been completed appears to have been done to a very high standard.
- M4 cut and cover progressing. Super-T girders were being landed over the eastbound cut and cover during the inspection.
- Hammering and removal of VENM PASS occurring between the WHT cut and cover and Shed C.
- Excavation of the GPT adjacent to the new utilities bridge and south of the outlet to the new Whites Creek channel was continuing.
- Site around Whites Creek was being prepared for the deliver of the first steel girder, which was planned for early next week. The girder is proposed to be unloaded from the low-loader and placed on the ground adjacent to the bridge. The girder will then be dressed on the ground before being lifted into place in late June.

Next Inspection: 17/06/21

Items from previous audit(s) and inspection.

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	Risk (H, M, L)	ACTION	Agreed Close out date	Response
1	Nil	Nil	Nil	Nil	Nil	Nil

New items

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
1	ICL	Positive observation – landscaping is continuing being completed to a high standard.	N/A	N/A	N/A	N/A


ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
						




ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
						


ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
						
2	ICL	Works in progress – Concrete pour was being prepared for this morning, however the team held off the pour to see what the rain was going to do. The rain started at the start of the inspection, the concrete pour was postponed until the rain stopped. Once the call was made to postpone, the site teams commenced installing the event based controls and tidying the site.	L	Recommend the installation of event based controls and tidying of site be monitored during the morning to ensure the site is well set up prior to sending the team home for the day.	03/06/21	<p>A small area of Block 2 (immediately adjacent to the HS01 building, between Callan and Toelle Streets) remains unsealed as all other areas have been sealed with a combination of permanent concrete footpaths, existing asphalt road surface (yet to be removed) and compacted gravel. The small, unsealed area remaining will have the following end of day controls implemented each day:</p> <ul style="list-style-type: none"> - Geofabric - Linear array of sandbags to assist with any water that does move across the site.


ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
						<p>The above controls are in addition to the boundary controls already in place at the top of Toelle Street. Subsequent weekly enviro inspections and general day-to-day observations of the work area have verified that the above mentioned controls are being implemented daily.</p>  
3	RRY – M4 Cut and cover	General observations – Excavation continuing in the cut and cover. Super-T girders being landed during the inspection.	N/A	N/A	N/A	N/A



ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
		<p>Positive observation – dust suppression continues to be used even during light rain to ensure any dust generation from the cut and covers is minimised.</p> 				

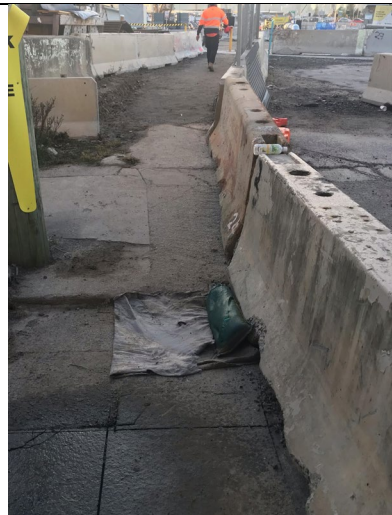

ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
						
4	RRY	General observation – Rock hammering occurring between the WHT cut and cover and Shed C. It was observed by the AA that it was acceptable practice to have three hammers operating at the same time as the overall cumulative noise impact would not be significant, and the reduction in duration would be substantially more beneficial in minimising the impact.	N/A	N/A	N/A	N/A


ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
						
5	RRY	<p>Pit controls behind the food trucks in need of some maintenance.</p> 	L	Maintain pit controls	11/06/21	As this is now a walkway, sandbags on all sides of the pit were deemed a trip hazard. This pit has a maintained and clean drain warden along with the controls in the pic below.

ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
						
6	The Crescent/CWL	<p>General observation – site preparation underway for the delivery of the steel girder for the land bridge.</p> 	N/A	N/A	N/A	N/A

ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
						

Key

<u>Recommended priority for completion of actions associated with risk allocation</u>	
High	Within 24hrs*
Medium	Within 3 Working Days*
Low	Within 5 Working Days*

***To be completed sooner if adverse weather conditions predicted or if there is an imminent risk of environmental harm. Close out dates will be agreed with the project team and/or will follow this guidance.**

ER ENVIRONMENTAL SITE INSPECTION REPORT

PROJECT: M4-M5 Link – Rozelle Interchange		Construction Activities: <ul style="list-style-type: none">• Pile breakback, capping beam and excavation along CWL is continuing on southern side of Vic Rd Bridge.• Excavation of M4 cut and cover continuing.• Reconstruction of the Victoria Road Bridge continuing.• Tunnelling continuing from all tunnel sites.• Whites Creek GPT installation continuing.• Bridge construction over Whites Creek continuing. Preparation underway for the landing of the steel girders for the land bridge.• Earthworks are also continuing across the site for the civil and landscaping components.	Weather Conditions: Sunny 16°C		Project Risk Status:	
Date: 17/06/21 Time (start/finish): 9:00-12:00			Rainfall previous 24hrs: 6.2 mm to 9am on 17/06		✓ Green	
Inspection No: 47			Rainfall forecast next 24hrs: 1-5mm			Amber
Attendees: Kathy Lloyd (JHCPB); Cameron Weller (ER), Ciara Moriarty (JHCPB), Rhonda Pollard (TfNSW); Roger Postgate (JHCPB); Lawson Gill (JHCPB), Julien Paul (JHCPB)			Immediate or High risk identified that requires immediate action (if so, provide details)?			Red

General Comments:

- The inspection focussed on the RRY, VRE, CWL and The Crescent.
- WHT cut and cover deck slab continuing and is nearly complete. Water proofing and protection slab also nearly complete.
- Hammering and removal of VENM PASS occurring between the WHT cut and cover and Shed C continuing.
- GPT installation adjacent to the new utilities bridge and south of the outlet to the new Whites Creek channel was continuing.
- Site around Whites Creek was being prepared for the delivery of the second steel girder. The girders will then be dressed on the ground before being lifted into place in late June (currently planned for the 28 and 29 June).

Next Inspection: 29/06/21

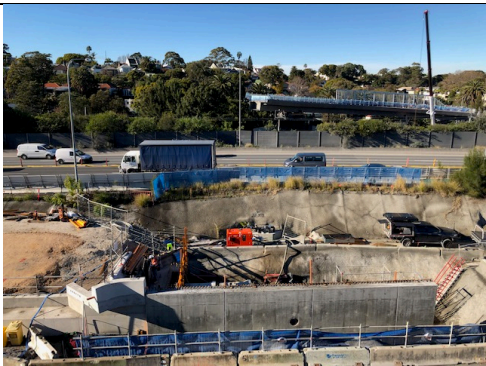

Items from previous audit(s) and inspection.

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	Risk (H, M, L)	ACTION	Agreed Close out date	Response
1	Nil	Nil	Nil	Nil	Nil	Nil



New items

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
1	RRY – M5 C&C	General observation – construction permanent drainage installation adjacent to CWL is continuing. Pig-tail pedestrian bridge is progressing and will essentially tie into where the photo was taken.	N/A	N/A	N/A	N/A


ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
						
2	WHT C&C	<p>General Observation – ramp currently under construction which will be used to bring backfill material and topsoil in from Lilyfield Road for the final landscaped formation.</p> 	N/A	N/A	N/A	N/A
3	RRY	Positive observation – street sweepers are actively sweeping the internal haul roads to keep them as clean as possible, which	N/A	N/A	N/A	N/A


ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
		<p>minimises the risk of mud tracking on the CWL.</p> 				
4	WHT C&C	<p>General observation – water proofing and protection slabs are progressively continuing to be installed on the deck of the cut and cover.</p> 	N/A	N/A	N/A	N/A


ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
5	Hornsey St	<p>General observation – final sandstone cladding treatment being installed on the retaining walls between Hornsey Street and Lilyfield Road.</p> 	N/A	N/A	N/A	N/A
6	The Crescent/CWL	<p>General observation – the first steel girder has been delivered and will be dressed in the coming weeks before being lifted into place on the 28 and 29 June.</p>	N/A	N/A	N/A	N/A

ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
						
7	The Crescent/CWL	General observation – Whites Creek upstream duplication work is continuing and is being prepared for the pedestrian pathway through Buruwan Park to be reopened at the end of the month.	N/A	N/A	N/A	N/A

ER ENVIRONMENTAL SITE INSPECTION REPORT

No	LOCATION (Chainage/ Description)	ISSUE/COMMENT	RISK (H, M, L)	ACTION	Agreed Close out date	Response
						

Key

<u>Recommended priority for completion of actions associated with risk allocation</u>	
High	Within 24hrs*
Medium	Within 3 Working Days*
Low	Within 5 Working Days*

***To be completed sooner if adverse weather conditions predicted or if there is an imminent risk of environmental harm. Close out dates will be agreed with the project team and/or will follow this guidance.**