

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

## **Environmental Representative Monthly Report**

**August 2021**

**Doc no. 18008-RP-MR-038-TNR 4,5,6 Monthly Report\_August 2021\_0**

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### **Appendix A – Site Inspection Report**

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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 spilt 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 demobilisation from the site. 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 in Stage 4, 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 2021, 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, and then announced a whole state lockdown in the early August 2021. The whole of state lockdown is continuing and expected to continue throughout September and likely into October.

After the construction pause in the last two weeks of July, construction restarted again on the 31 July. Due to the ongoing lockdown and the designation of several Local Government Areas as "extreme risk" areas, the Project restart has been slow. Availability of staff and sub-contractors has been a significant contributor to the slow re-start. Project specific COVID-safe control measures have also slowed the progress of the restart and is likely going to impact the progress of the Project in the coming months.

The ER site inspections have been suspended at this time and will restart in accordance NSW Government restrictions and Project specific. In lieu of the ER site inspections, regular meetings are being held with the site teams to discuss the CPB site internal inspections. In addition, the TfNSW site Environment Officer has carried out a drive through inspection, with a go-pro camera installed in the windshield of the light vehicle and live-streamed the camera footage to the ER and the TfNSW Environment Manager. A site inspection report was drafted from this drive through inspection and has been included in Appendix A of this report.

CPB along with ER and TfNSW carried out a compliance review on the Project in the early stages of the construction pause and determined that the Project can generally still maintain compliance with all Conditions of Approval during restrictions. This will be monitored by the ER.

CPB will continue to utilise the provisions of the *Environmental Planning and Assessment (COVID-19 Development – Infrastructure Construction Workdays) Order 2021*. It is noted that the order was extended by the State Government until the 31 March 2022. The extension or working hours under this order is expected to be used sparingly to minimise the potential impacts on the community.

### 2.2 Construction activities

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

Weed management and landscaping maintenance were ongoing in August.

*Eaton Road, Luddenham to Littlefields Road, Luddenham (Stage 6)*

Stage 6 of the Project has also been largely completed. Weed management and landscaping maintenance were ongoing during August, to ensure the success of the landscaping program and the surrender of

Environment Protection Licence in this section. At the end of August, a small amount of minor landscaping maintenance activities were required to be completed prior to the licence being surrendered.

#### *Littlefields Road, Luddenham to Glenmore Parkway, Glenmore Park (Stages 5)*

Construction on the northbound carriageway from Littlefields Road through to Glenmore Parkway has been slowed due to the construction pause and slow restart with the limited availability of workers and sub-contractors.

Asphalt paving continued in August in this section followed by shoulder and verge construction. The base course of asphalt paving has now been mostly completed throughout the Stage 5. The wearing course of asphalt throughout the whole of Stage 5 will be carried out immediately prior to opening of the road to minimise impact on the final paved surface.

Landscaping also continued throughout August through this section. The landscaping is progressing and being completed soon after CPB are completing their earthworks and landscaping preparations. Landscaping is expected to be largely completed prior to the wearing course of asphalt being laid and therefore is expected to be largely completed prior to the opening of the northbound carriageway.

The Littlefields Road reconstruction is progressing well with the base course asphalt paving and drainage now all complete. Wearing course asphalt, line marking, landscaping and finishing works remain and are expected to be completed in mid-September so Littlefields Road can be reopened to the public.

Property access points are continued to be managed well throughout August. Many property accesses are being completed and residents are now entering onto the closed northbound carriageway prior to accessing the trafficable Northern Road.

Major box culvert extensions around the northern extent of the Project continued to be constructed throughout August. A substantial amount of planning has gone into the construction of this element of the Project, due to its high-risk nature, and work commenced in the last two weeks of August. The extension of this culvert is the final high-risk element of work on 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 August, prior to being submitted to the DPIE for approval.

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

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

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



## **4. Environmental Representative Approvals**

### **4.1 Minor Ancillary Sites**

One minor ancillary sites were approved by the ER during August 2021.

Due to the increase of COVID-19 restrictions in late June and July, CPB have increased the restriction of staff moving around the Project site, which has necessitated the requirement to increase the number of minor ancillary sites to maintain the separation of staff and also ensure suitable amenities are provided for staff.

Therefore, an additional site shed was proposed to be installed at the Littlefields Road intersection to support work crews working on the Littlefields Road reconstruction.

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

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

No physical site inspections of TNR5 and 6 were carried out by the ER in August 2021 due to the COVID-19 Public Health Restrictions, however, a number of meetings have been held with the contractor to discuss the status of the site and ensure all erosion and sediment controls have been installed appropriately, and all other mitigation measures to minimise impacts on the environment and community have been employed.

In addition, the TfNSW site Environment Officer has carried out a drive through inspection, with a go-pro camera installed in the windshield of the light vehicle and live-streamed the camera footage to the ER and the TfNSW Environment Manager and Senior Environment Officer. The CPB Environment Manager and Superintendent were present during the virtual inspection to talk through the site status and activities being undertaken in each area of the site. A site inspection report was drafted from this drive through inspection and has been included in Appendix A of this report. No issues were identified as part of this virtual site inspection.

As mentioned in Section 2.1.1 of this report, the site inspection regime may need to change over the next couple of months in response to Covid-19 and the NSW and Federal Government advice. The ER will regularly update DPIE on the status of ER inspections if they change.

### 5.2 Community complaints and response

Five (5) community complaints were reported to the ER in August 2021. Details of the complaints are as follows:

- Two (2) complaints related to an unforeseen water outage that occurred as a result of an issue on The Northern Road Upgrade Stage 3 (i.e. not this Project), however it affected residents that are immediately adjacent to the northern end of Stage 5. The CPB Community Relations Manager remained in close contact with the affected receivers throughout the day and the water outage was resolved later in the day and the water turned back on.
- Three (3) complaints were related to landscaping treatments immediately outside of private properties. Inspections and rectification of these issues will be carried out in the next month as soon as COVID restrictions permit.

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 August 2021.

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

No incidents were reported to the ER during August 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 August 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 August 2021.

## **5.6 Other Environmental Representative Tasks**

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

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

The ER was not asked to help plan, attend or undertake audits by the Department during August 2021.

## 6. Closing comments

In general, the current work across TNR5 remains low risk and is being managed appropriately.

The latest COVID-19 restrictions and the construction pause in all of the Greater Sydney in the last two weeks of July has had an impact on progress of the Project, however, CPB are continuing to manage their environmental and community communication obligations effectively.

The restart of construction has been slow due to a proportion of the workforce still not being permitted to leave several LGA's in the south-west and west of Sydney. The TNR5 project is located in the Penrith LGA, however, is immediately adjacent to the Liverpool LGA, which is one of the locked down LGA's. Work is still progressing well with a restricted workforce, milestones are still being worked towards with Littlefields Road planned to be reopened in mid-September and the northbound carriageway planned to be opened in late October. These dates remain tentative and a dependant on the workforce availability as a result of COVID-19 restrictions and the weather.

Regular conversations with the construction team will be ongoing over the next couple of weeks to monitor the environmental performance of the contractor during the current COVID-19 restrictions.

CPB Contractors are currently doing a very good job at managing their COVID-19 response as well as continuing to construct Stage 5 in a manner to minimise program delays and ensure there are minimal impacts on the community and environment.

## Appendix A – Site Inspection Reports

<b>PROJECT:</b> TNR 5&6		<b>Construction Activities:</b> <ul style="list-style-type: none"> <li>Minor finishing work being undertaken due to rainfall on day of inspection</li> </ul>	<b>Weather Conditions:</b> Raining approx. 17deg  <b>Rainfall previous 24hrs:</b> 26 mm to 9am  <b>Rainfall forecast next 24hrs:</b> 21.6mm to 9am on Thursday  Rainfall stats taken from Badgerys Creek BOM station	<b>Project Risk Status:</b>
				✓ Green
<b>Date:</b> 24/08/21	<b>Time (start/finish):</b> 8:30am		<b>Immediate or High Priority action required (if so, provide details)?</b>	Amber
<b>Inspection No:</b> 85				Red
<b>Attendees:</b> Cameron Weller (ER), Jim Steen (TfNSW); Simon Lendrum (CPB), Anthony Ryan (CPB); Kimberley Holliday (TfNSW); Anthony Eland (TfNSW)				

### General Comments

- Site inspection was carried out virtually due to the current COVID-19 restrictions. TfNSW Environment Office filmed a drive through using a Go-Pro camera in the windshield of a light-vehicle and drove around the active construction areas on-site. The footage was shared live through Microsoft Teams and discussed with the ER, the CPB Enviro Manager and TfNSW Environment Co-ordinator and Manager.
- COVID-19 restrictions have had a significant impact on the overall progress of the Project, however, even with restricted movements of staff and a significantly reduced workforce progress is still being made.
- Inspection was carried out during a rainfall event with 26mm falling over night and a further 21.6mm falling throughout the day of the inspection. This is the first significant rainfall at the Project site in about two months.
- The site appeared to be very well set up for the rainfall, and no issues were identified with controls (or lack of controls) during the inspection.

**Next Inspection: 7 September 2021**



**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	Littlefields Road	Positive observation – work is progressing in this area with the reopening of Littlefields currently planned for mid-September. Controls installed along the table drains to slow water. No scour observed in the table drains. Basin still had capacity at the time of the inspection.	N/A	N/A	N/A	N/A
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ER ENVIRONMENTAL SITE INSPECTION REPORT

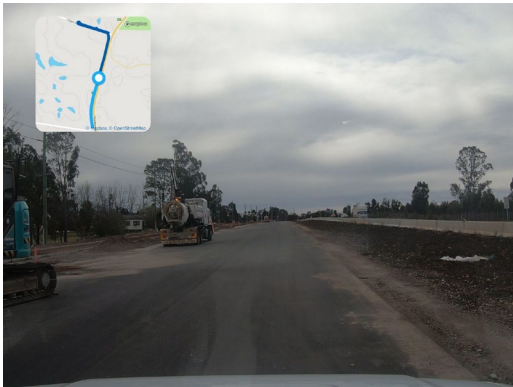
						
2	TNR north of Littlefields Road	<p>General observation – asphalt laid throughout this section. Landscaping is progressing. Shared path is also progressing in this area.</p> 	N/A	N/A	N/A	N/A





ER ENVIRONMENTAL SITE INSPECTION REPORT

						
3	General	<p>Sediment basins were emptied prior to the rainfall event, and reached capacity during the rainfall event after the rainfall amount exceeded the design rainfall event.</p> 	N/A	N/A	N/A	N/A
4	General	<p>Due to the amount of rainfall, some minor maintenance of erosion and sediment controls</p>	L	Undertake maintenance on any damaged erosion and sediment controls across the site.	3/09/21	

and housekeeping will be required across the site.



						
3	Tributary of Surveyors Creek	<p>Construction of the outlet of the of the 45deg box culvert in the tributary of Surveyors Creek commenced in the previous week. The culvert diversion appeared to be working effectively and the outlet did not appear to have been significantly impacted by the rainfall event. Continue work in accordance with the work method and erosion and sediment control plan as developed several months ago.</p> 	N/A	N/A	N/A	N/A



<p><b>Issued by: Cameron Weller</b></p> <p><b>Ph No: 0428271496</b></p>	<p><b>Issued to: Simon Lendrum</b></p> <p><b>Date: 27/08/21</b></p>	<p><b>Copy to: Kimberly Holiday, Jim Steen, Martin Younan, Daniel Farrugia, John Wright, Mehendran Kandiah, Anthony Ryan.</b></p>	<p><b>Actions Checked:</b></p>
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## ER ENVIRONMENTAL SITE INSPECTION REPORT

### Key

<u>Recommended Priority for Completion of Actions</u>	
Immediate	To be addressed immediately and closed out on the day of inspection
High	Within 24hrs*
Medium	Within 3 Working Days*
Low	Within 5 Working Days*

\*To be completed sooner if adverse weather conditions predicted

<u>Status</u>	
Red	<ul style="list-style-type: none"> <li>actions required to address urgent risk issues.</li> <li>satisfactory actions not taken for high risk issues identified on the previous inspection.</li> <li>a Category 1 incident has been identified during the inspection.</li> </ul>
Amber	<ul style="list-style-type: none"> <li>actions required to address high and/or medium risk issues.</li> <li>satisfactory actions not taken for previous medium or low risk issues on the previous inspection.</li> </ul>
Green	<ul style="list-style-type: none"> <li>actions required to address low risk issues that will not directly cause environmental harm.</li> <li>site demonstrates good environmental management with no action required to avoid environmental harm.</li> </ul>

